

# GRAIN DEALERS' JOURNAL

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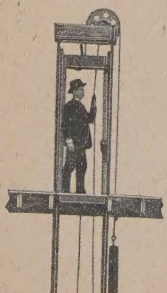
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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

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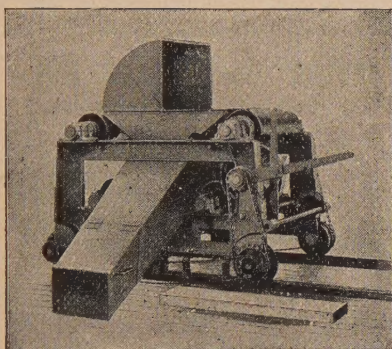
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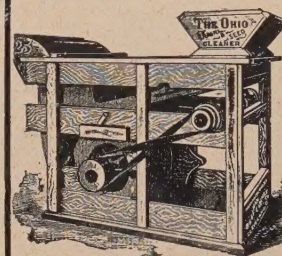
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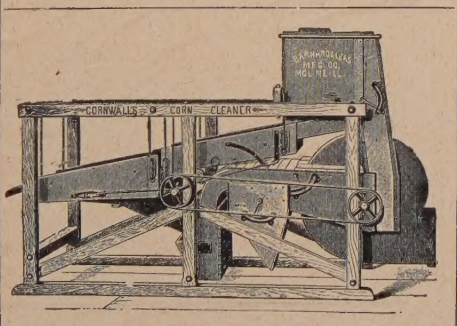
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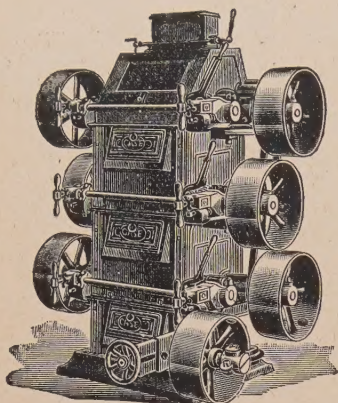
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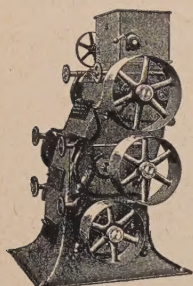
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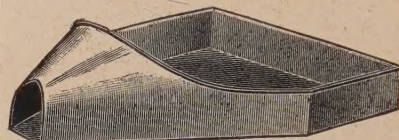
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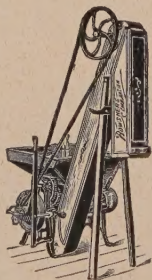
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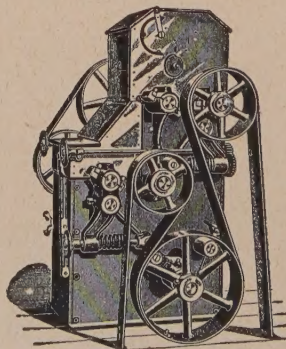
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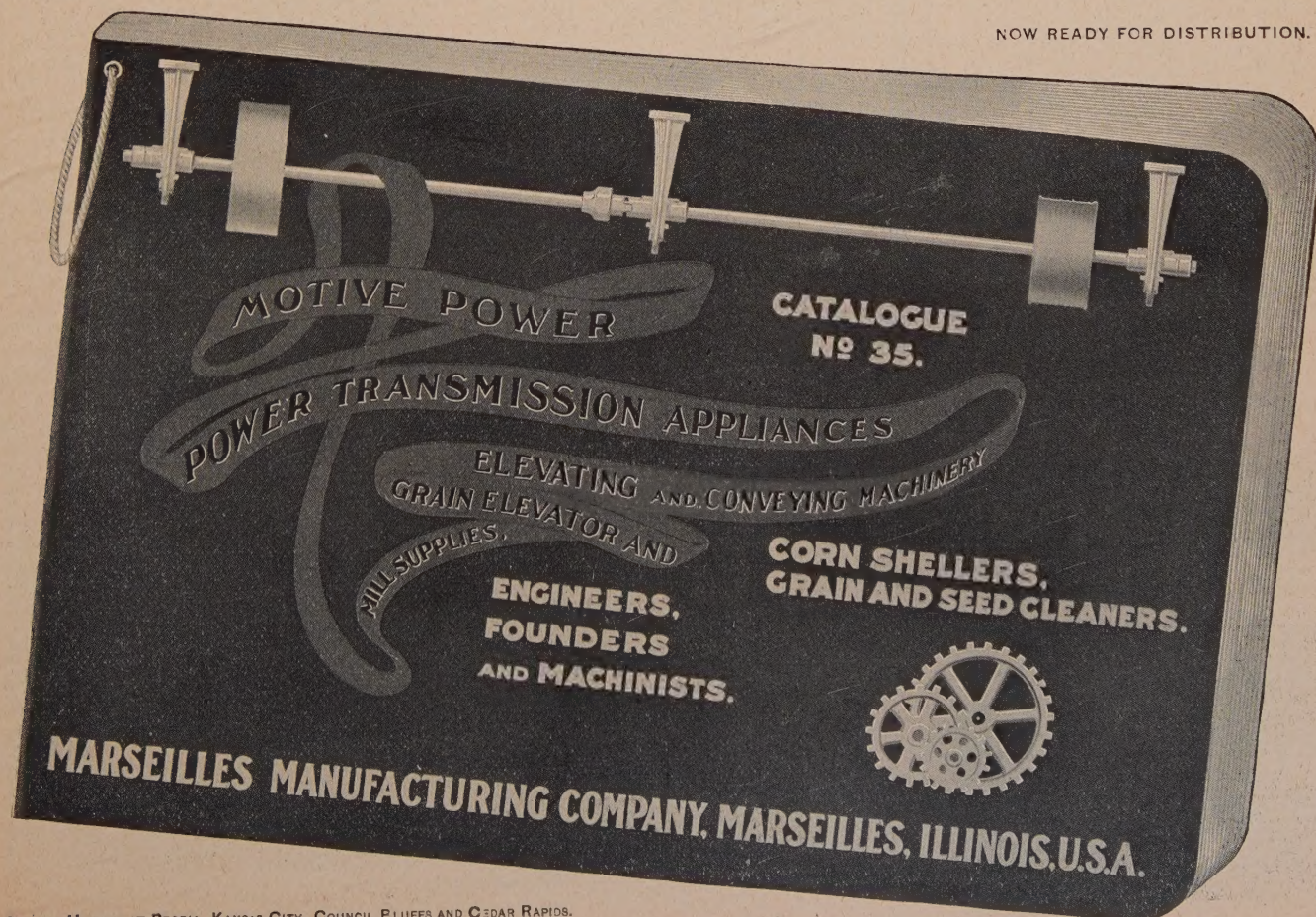
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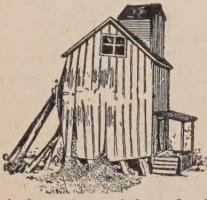
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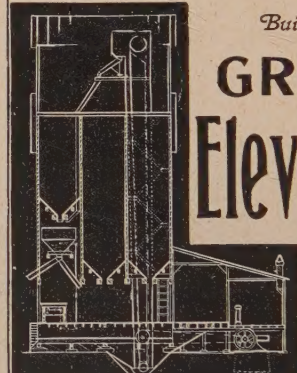
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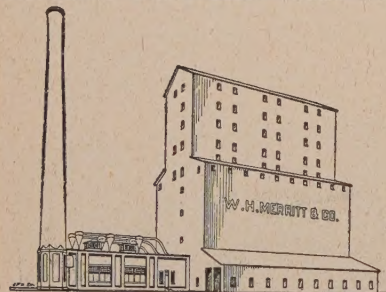
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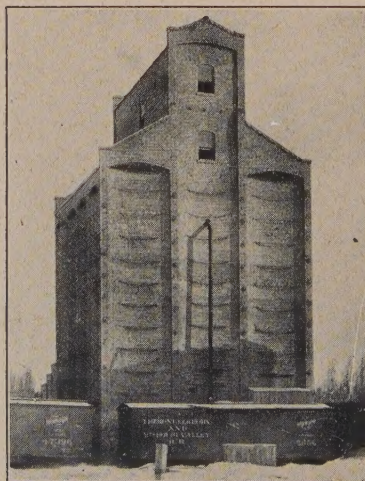
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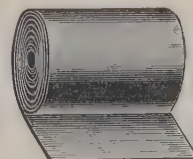
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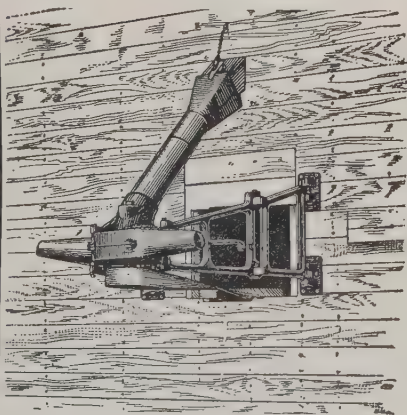
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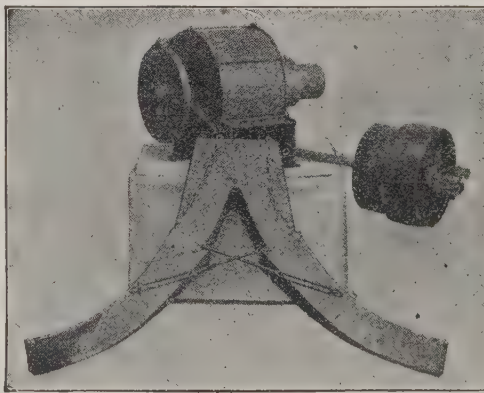
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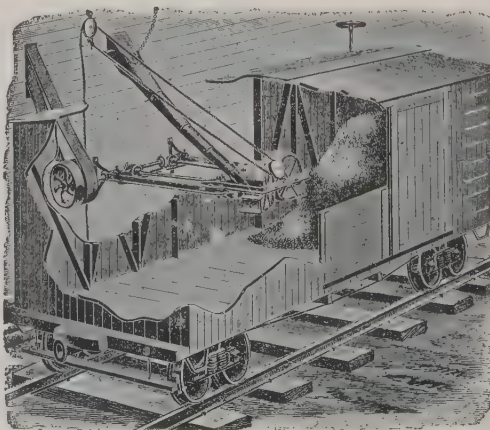
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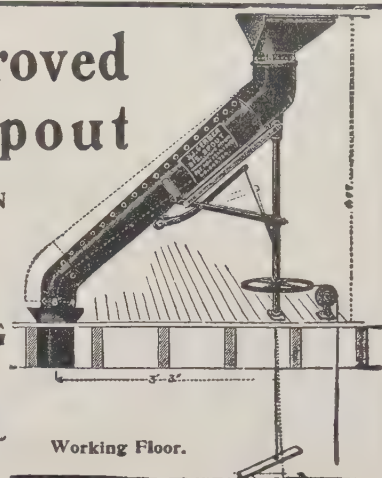
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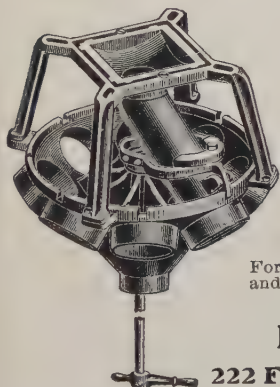
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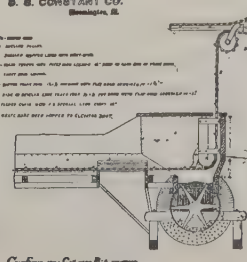
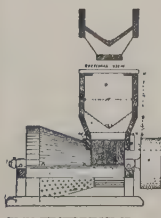
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Sprocket Wheels  
Pulleys, Hangers, Etc.  
Salem Elevator Buckets

Steel Plate Friction Clutches  
Rubber, Leather and Cotton  
Belting  
Spiral and Belt Conveyors  
Elevator Bolts and Washers

Makers of the **BURRELL ENGINES** For Gas and Gasoline  
Strong and Economical

SEND FOR OUR NO. 2 CATALOG

241-245 S. Jefferson Street  
CHICAGO, ILL.

## ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

**Cleveland Elevator Bucket Co.,**  
Cleveland, Ohio.

## BELT CONVEYORS

Require less power than any  
other system of conveying

This subject is covered  
quite fully in our general  
catalog, pages 121 to  
136 . . . . .

**STEPHENS-ADAMSON MFG. CO.**

Main Office and Works

**AURORA, ILL.**

Chicago Office, 939-941 Monadnock Bldg.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

PLAN TO GO WITH THE

# Chicago Delegation

Via the

## ILLINOIS CENTRAL RAILROAD

In attending the Annual Meeting of the

# Illinois Grain Dealers Association

To Be Held at Decatur, Illinois  
June 11 and 12, 1902

Frequent trains of fast schedule and finest equipment stopping in both directions at 22d, 39th, 53d and 63d Sts.  
Depot, 12th Street and Park Row.

**Chicago City Ticket Office, - - 99 ADAMS STREET**



Help!

# HELP! HELP!

If you want help that has had experience in the grain business, want to find some one who wants such help, or if you want a partner to help you, make your want known to the trade through the "Wanted" columns of the Grain Dealers Journal, Chicago. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

## FIRE INSURANCE

**MILL OWNERS  
MUTUAL FIRE INSURANCE CO.**  
Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and  
Contents. Oldest Flour Mill Mutual  
in America. Saved to Members  
nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

## Reliable Insurance...

on Modern elevators and Contents can be  
secured at about one-half the rates  
charged by stock companies by addressing

**MILLERS NATIONAL INS. CO.**

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$2,721,893  
NET CASH SURPLUS, \$469,332.27  
W. L. Barnum, Secy.

## INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....	\$697,501.33
Surplus to Policy Holders.....	697,351.55
Dividends Paid Policy Holders.....	238,566.84
Cash Assets.....	119,924.77

**MILLS AND ELEVATORS ONLY  
PURELY MUTUAL**

A liberal policy issued.  
Losses paid when adjusted and NO DIS-  
COUNT demanded. Address,

E. E. PERRY, Secretary.

## Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

**21 Years Successful Business.**

Assets.....	\$958,473.31
Losses Paid.....	718,556.00
Net Cash Surplus,	214,743.50

**50% DIVIDENDS** 1899  
1900  
1901

Insures Flour Mills, Grain and Elevators.

## FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies  
in the best Stock Companies.  
Insurance follows grain up and down as the  
quantity stored in each house changes. Will AL-  
WAYS have insurance where you have grain.  
Simple, Sure, Economical. Investigate and you  
will find it absolute protection and cheap.  
Business handled anywhere. Write us.

H. H. LANTZ & CO., DES MOINES, IOWA.  
25 years' experience. Best of references.

THE ENGLISH SUPPLY CO.,

KANSAS CITY, MO.

## Steam Engines and Boilers

Pulleys, Shafting and Hangers.

Rubber, Leather and Canvas Stitched **BELTING.**

## DAMP WHEAT

is dried and made merchant-  
able in the

## Hess Pneumatic Grain Drier

cheaper and faster than in any  
other device.

It dries other grains  
just as well.

**Hess Warming & Ventilating Co.**

707 Tacoma Building  
CHICAGO

## Weevil Killed

All insects infesting grain or grain eleva-  
tors can be killed by using

**"FUMA"  
BISULFIDE OF CARBON**

which is prepared especially for ridding  
grain elevators and mills of these pests.

If you don't want your grain graded  
"Rejected" on account of weevil, write for  
relief to

**EDWARD R. TAYLOR,**  
Manufacturing Chemist, - Penn Yan, N. Y.

### STAFFORD'S \$19.30 DESK



Fine quarter oak  
front, is finished  
golden, polished  
top and bed, two leg-  
al blank drawers,  
letter file, six all  
wood file boxes,  
hang over front,  
center drawer docu-  
ment file, card in-  
dex drawer and other  
features as illus-  
trated. It is 48 in.  
long, 30 in. wide, 47  
in. high. Sent any-  
where on approval  
and only \$18.75 if re-  
mittance is sent  
with order, not otherwise. We have others at factory  
prices. Ask for catalogue No. 173, or Home Furniture  
Catalogue No. 174. E. H. STAFFORD & BRO.,  
18-20 Van Buren St., Chicago, Ill.

THERE ARE MORE

# PAINE-ELLIS GRAIN DRIERS

in operation on this continent than all others combined.

**WHY?** Because they are the only machines that will handle  
with equal facility grain containing 50 per cent.  
moisture to that simply damp and musty.

These Machines will operate successfully and rapidly at a temper-  
ature as low as 110 degrees. Practical millers and elevator men will  
appreciate this.

**IT IS ONE THING TO KILN DRY AND  
ANOTHER TO PUT EVERY KERNEL OF  
GRAIN INTO ITS NORMAL CONDITION  
BY NATURE'S OWN METHOD. WE  
CAN DO IT.**

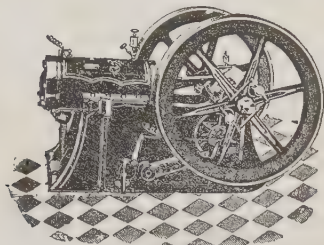
For particulars, address

## THE PAINE-ELLIS GRAIN DRIER CO.


53 Chamber of Commerce  
MILWAUKEE, WIS.

## POWER FOR GRAIN ELEVATORS.

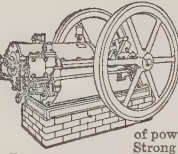
Power for Every Class of Work.



The Waterloo Gasoline Engine Co., Waterloo, Ia.

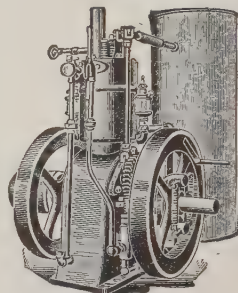
Branch Houses: David Bradley & Co.,  
Council Bluffs, Iowa; Bradley, Clark &  
Co., Minneapolis, Minn.


**PEERLESS**  
**GASOLINE ENGINES**  
2 to 60 H. P. Single and Double.  
NORTHERN ENGINEERING WORKS.  
31 Chene St., DETROIT, MICH.



**Lambert Engine**  
Gas or Gasoline.  
A perfectly reliable engine.  
So constructed as to be easily  
cleaned, quickly cooled. No water  
leakage. Insulation stands heat,  
dampness and frost. Consumes  
less fuel; gives maximum degree  
of power. Made to last. Agents wanted.  
Strong guarantee. Write for particulars.  
Portable R. Lambert Gas & Gasoline Engine Co., Anderson, Ind.  
also.

MARINE BOILER WORKS.  
**THE MERTES-MILLER CO.,**  
Manufacturers of  
Steam Boilers, Gasoline and Oil Tanks  
Dealers in Second-Hand Machinery.  
All Kinds of Sheet-Iron Work.  
239-241 Lake St., MILWAUKEE.  
Telephone, South 183.



**OUR**  
**"FARM HAND"**  
**GASOLINE**  
**ENGINES**

are sweeping every-  
thing. Simplest. Best.  
Prices are right. Ask  
for special price on  
first engine in locality.

**Ellington Mfg. Co.**  
20th Street,  
QUINCY, ILL.  
Live Agents are Mak-  
ing Good Money.

## HOWE SCALES AND HOWE ENGINES

Can you get anything better?

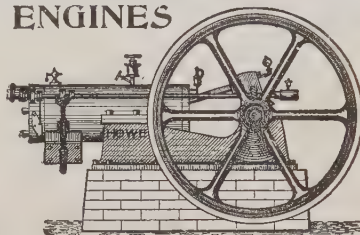
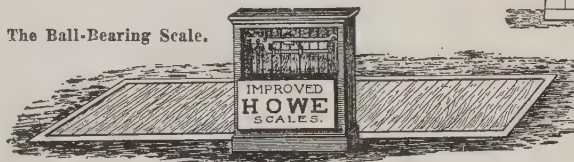
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car  
Starters, Conveying and Elevating Machinery.

CATALOGS.

The Ball-Bearing Scale.



1 to 60 H. P.

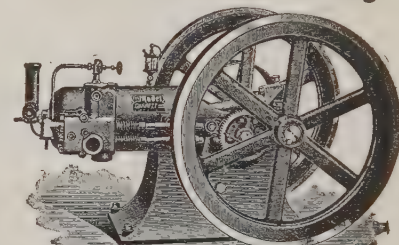
Wagon, Dump, Hopper  
and Grain Scales.

Double or Compound Beams

Steel Frames.

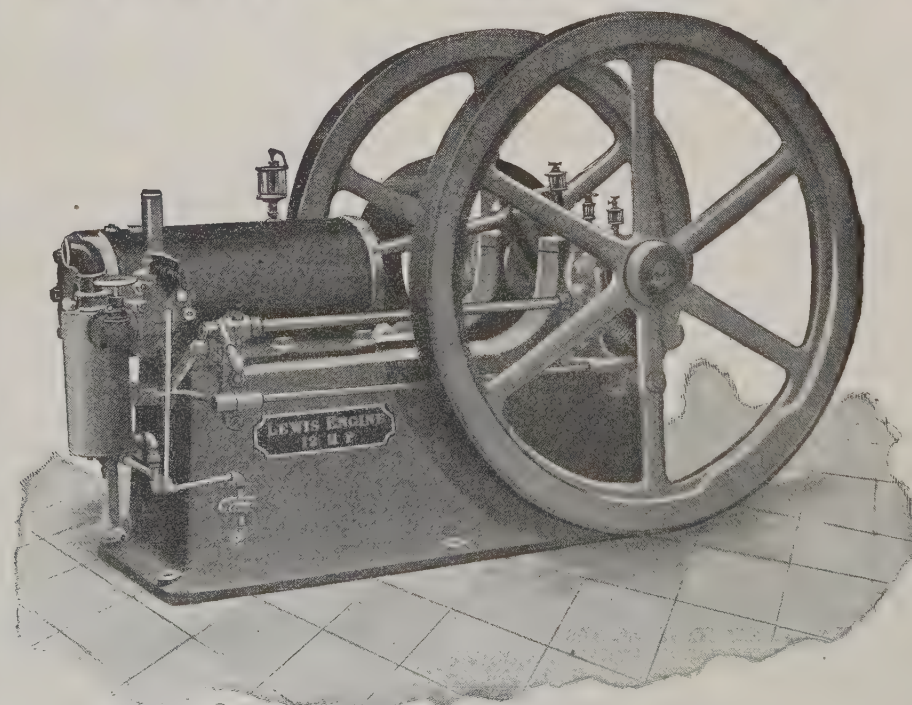
St. Louis, Kansas City,  
Minneapolis, Cleveland.**Borden & Selleck Co., Chicago, Ill.**

## The Model Gas &amp; Gasoline Engine



It always pays to buy the best, the simplest, and the  
one that costs the least to operate and keep in re-  
pair. Write us for guarantee and compare with others.  
MODEL GAS ENGINE CO., Address Box 950, Auburn, Ind.

## GRAIN DEALERS ATTENTION



**THIS**  
**Is the Engine**

that takes the prize in  
competition with

**THE WORLD**

on Gasoline Engines.  
Our judges are the

**Wide Awake Public**

who know a good thing  
when they see it 3 3

THE PEOPLE who  
use gasoline have long  
ago become convinced  
there is no Engine  
equal to

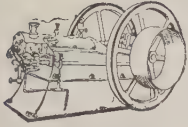
**THE LEWIS**

for  
**SMOOTH RUNNING,**  
**DURABILITY and**  
**GENERAL**  
**RELIABILITY**

**J. THOMPSON & SONS MFG. CO., Beloit, Wis.**

# POWER FOR GRAIN ELEVATORS.

## THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

WRITE FOR DESCRIPTION.

Bauer Machine Works,  
Kansas City, Mo.

## Burger Automatic

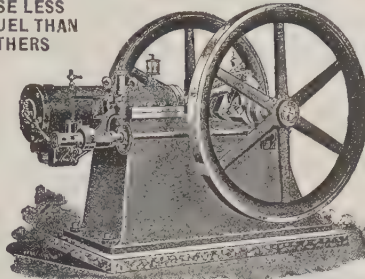
### Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.  
ANDERSON, IND

## Columbia GAS and GASOLINE ENGINES

USE LESS FUEL THAN OTHERS



E. L. GATES MFG. CO.  
34-36 So. Canal St. CHICAGO, ILL.

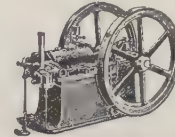
## BRUNNER ELEVATOR ENGINE

FOR GRAIN ELEVATORS.

From 1 to 30 H. P.

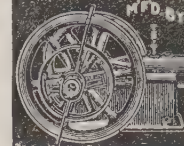
Write for descriptive circular.

CHARLES BRUNNER, Mfr.,  
Peru, Ill.



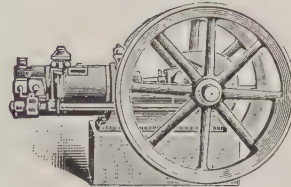
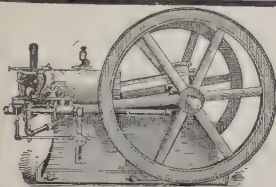
## LENNOX GAS ENGINE

WFO. BY LENNOX MACH. CO.  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE  
of Elevator Engines.



## Gasoline Engines

Especially adapted for elevator use.  
Fremont Foundry & Machine Co.,  
Fremont, Neb.



What GUARANTEE have you that the Gas or Gasoline engine you are thinking of buying will develop the Actual Horse Power at which it is rated? Does the maker know, or is he only guessing?

Every OTTO engine is thoroughly tested and the POWER accurately determined by brake and indicator. The test is recorded and the purchaser can always have a certified copy of it—an assurance worth considering.

## THE OTTO GAS ENGINE WORKS,

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.

## Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,  
by E. W. Longanecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE,  
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,  
by E. W. Roberts. Price, \$1.50.  
For any of the above address,

Grain Dealers Co.,  
255 La Salle St. Chicago, Ill.

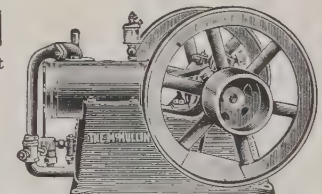
## THE CHEAPEST POWER PLANT ON EARTH

is the Gasoline Engine. Learn something to your advantage about

## McMullin Engines

by writing us. Catalog and prices on application.

McMullin Motive-Power and Construction Co.  
404 Royal Insurance Bldg., CHICAGO.



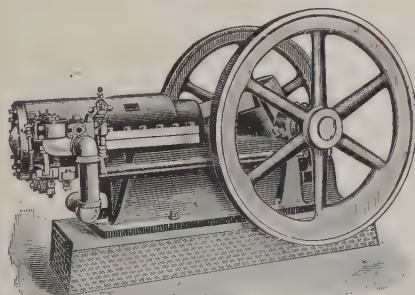
## "NEW ERA" GAS AND GASOLINE ENGINES

Easy to start; easy to operate; heavy and substantial; high grade; thoroughly guaranteed; electric or tube igniter.

SIZES, 5 TO 60 H. P.

If interested write for particulars to

THE NEW ERA IRON WORKS COMPANY  
No. 86 Dale Ave., DAYTON, OHIO



## The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

FOR SALE BY

GRAIN DEALERS COMPANY  
255 LaSalle St., CHICAGO, ILL.

## FOOL PROOF GAS ENGINES

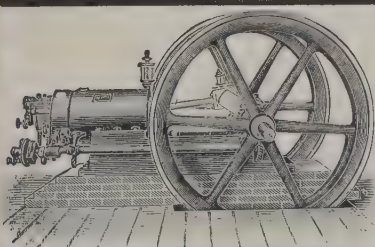
Are scarce, but there are a few, and

## THE WITTE IS THE BEST

Catalog I tells WHY if you get it.

WITTE IRON WORKS CO.

513 West 5th St., KANSAS CITY, MO.



# The CLIPPER

Stands without an equal for the economical and successful cleaning of all kinds of Grain, Flax, Timothy, Clover and all fine seeds, also for Beans, Peas and Corn.

Our machines require a small amount of power, and the quality of their separations have not yet been equaled by any Cleaner.

## A TESTIMONIAL.

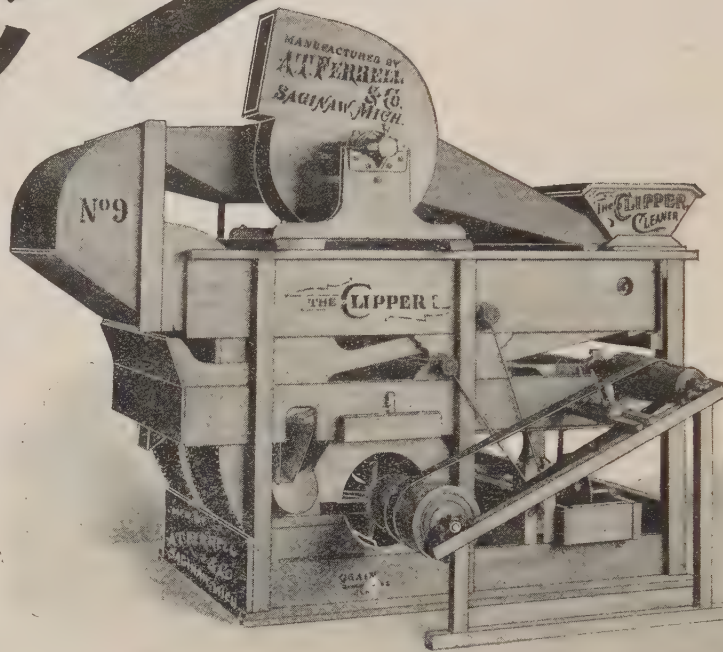
Chicago, May 3, 1902.  
A. T. FERRELL & COMPANY,  
Saginaw, Mich.

Gentlemen:—We have your favor of the 2d inst. regarding the four Special No. 9 Traveling Brush Cleaners, which we purchased from you last year. Will say that these machines are giving very good satisfaction and we are very much pleased with them.

Yours truly,  
(Signed) ARMOUR GRAIN COMPANY.

Our Sample Plate of perforations mailed upon request. Write for catalog.

**A. T. Ferrell & Co.,**  
SAGINAW, MICH.



No. 9 Special Cleaner with Traveling Brushes, Special Air Controller and Dustless Attachment.

## THEIR AD Brought Business

C. P. & J. LAUSON, Milwaukee, Wis.:  
Please discontinue our ad. of engines for sale in the Journal. Our ads in your Journal were very effective.

## The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book is just out and is strictly up-to-date. You can not afford to be without it. It is of convenient size, printed on book paper and neatly bound in cloth.

Price \$1. For Sale by

**GRAIN DEALERS COMPANY,**  
255 La Salle Street, CHICAGO.

## Grain Register

For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½ x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare. Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

PRICE - - \$1.25.

For Sale by

**GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO, ILL.

## GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold ..... bushels of ..... at ..... per bushel to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3½ x 10¾ inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

**Grain Dealers Co.**  
10 Pacific Ave. Chicago, Ill.

## Coal Dealers Friend

Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4½ x 8½ inches. 110 pages.

PRICE, \$1.00

**GRAIN DEALERS COMPANY**  
255 LA SALLE ST., CHICAGO, ILL.

## Gate City GRAIN TICKETS Book No. 51.

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net ..... bushels, ..... pounds, Price, Dollars and Fees.

It is printed on manila paper, bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cents. Address  
**Grain Dealers Company,**  
10 Pacific Ave., Chicago.

# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

THE OLLIE ELEVATOR for sale, the only one in the place. Good reasons for selling. Address M. A. B., Ollie, Ia.

A SMALL combination line of lumber, grain elevator and implement business. Address Box 543, Sioux City, Ia.

NEW 30,000 elevator in Indiana black land district. Good location. B. B., care Grain Dealers Journal, Chicago.

A GOOD elevator and coal and machinery business for sale at Artesian, S. D. Address A. R. T., box 8, care Grain Dealers Journal, Chicago.

TWO first-class modern grain elevators located in central Illinois for sale. Owners going into other business. Address Coon Bros., Rantoul, Ill.

FOR SALE—A nice line of elevators in central Illinois. These will be sold at a bargain if taken soon. Write at once. Aaron Smick, Decatur, Ill.

HAY OR GRAIN location is offered at Remington and Wolcott, Ind., where I have for sale three hay barns at a bargain. Write Good Chance, 72 Traders bldg., Chicago, Ill.

FOR SALE: 20,000-bushel elevator 14 bins, complete cleaning machinery; 22 gas engine, all nearly new, in banner Oklahoma wheat section. Address News, Tonkawa, Kay Co., O. T.

GASOLINE ELEVATOR, Mitchell, S. D., cheap; a bargain for some one. Excellent town to live in, excellent schools, etc. Surrounding country settling up very fast. Address Jacob Siberz, Ethan, S. D.

FOR SALE, in Iowa, elevator and feed mill; gasoline engine; capacity 8,000 bu.; nearly new. The only elevator in town of 300. Price, \$3,000. Address C. W. J., box 9, care Grain Dealers Journal, Chicago.

ELEVATORS at a few good points for sale; at Virden, Cantrall, Athens, Bates, Loami, Curran, New Berlin, Island Grove, Dawson, all in Illinois. Also at Arapahoe, Neb. Ask for particulars. E. R. Ulrich & Sons, Springfield, Ill.

TWO elevators for sale: one at Bellevue, 25,000 bushels capacity; one at Olivet, 12,000 bushels capacity; both good money makers. Will take part cash, balance on time if so desired. J. R. Hall, Bellevue, Mich.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn., crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

FORTY thousand-bu. elevator in the corn belt, for sale. In good repair; new 12-h. p. Fairbanks Gas Engine; 5 town lots; office; scales; corn crib; coal house, and residence in good business town with good school and church. C. H. Whitaker & Son, Ellsworth, McLean Co., Ill.

FOR SALE OR EXCHANGE for land; good elevator and business. Elevator cap. 10,000; feed and meal mill attached; handle livestock, hay, grain, wool, field seeds, salt, R. R. ties. Good retail trade. Good crop prospects; no competition. Wish to retire. C. N., box 10, care Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

ONE elevator that is a moneymaker. W. A. Thompson, Attica, Ind.

ELEVATOR and coal business for sale. Only one in the town. Lehan Grain Co., Dunlap, Ia.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

THREE elevators on the Santa Fe Road in the best wheat territory in Kansas, for sale. For particulars address Box 762, Wichita, Kan.

ELEVATOR in good grain town in west. O., 25,000-bu. cap.; gas engine, shell-er, all modern machinery. S., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR and coal business for sale on the C., R. I. & P. Ry., handling from 80,000 to 100,000 bushels a year; gasoline engine; 10,000 crib room. Address O. O. Helgen, Ruthven, Ia.

SMALL country elevator for sale; coal bins, general store and stock business. In the banner wheat county of Kansas. Address O. K., box 5, care Grain Dealers Journal, Chicago.

ELEVATOR in northeastern Kansas for sale. Both wheat and corn territory; only elevator in the town; 20,000 capacity; price, \$3,000. Address John G. West, Topeka, Kan.

TO RENT, or sell on reasonable terms, a complete elevator, 15,000-bu. capacity, at Pond Creek, Grant Co., Okla., which is a good grain station. Reasons for selling. I am too old to buy grain. Write C. B. Franke, care Boston Store, Pond Creek, Okla.

ELEVATOR AND CORN MILL, a combined plant, in So. Kan. Price, \$6,500; will sell all or half interest for all or part cash, balance easy terms. Two railroads. Crop, wheat, oats and corn; conditions now 100 per cent. Address for particulars Maize, box 8, care Grain Dealers Journal, Chicago.

THIRTY ELEVATORS, an established elevator line, including a large shelling and cleaning house, located on the Chicago Great Western Railway Line between Minneapolis and Oelwein, Iowa. For particulars address undersigned, 100 Corn Exchange, Minneapolis, Minn. Fred C. Van Dusen, P. B. Smith, assignees.

INDIANA elevator of 20,000 bushels' capacity, on the Ill. Cent. Ry., with steam power, sheller, cleaner, 2 stands of elevators and 2 dumps, for sale for \$7,000. The only elevator at this station; I have all the coal trade; handle 300 cars grain annually. My dwelling and barn in the bargain, as I am going to Texas. Address Y. A. W., 72 Traders bldg., Chicago.

FOR SALE—The Capital Elevator at Topeka, Kas., 300,000 bushels' capacity; 3 sets track scales; 2 Hopper scales. Corn sheller, cleaner, wheat cleaner, scourers and separators. Fully equipped for all kinds of work. Situated on the Union Pacific, Rock Island and Santa Fe R. R.'s, with abundance of side tracks and everything complete for carrying on a large wholesale business. Tributary to fully  $\frac{1}{2}$  the state of Kas. and part of Nebraska. For further particulars address I. H. French & Co., Champaign, Ill.

## ELEVATORS FOR SALE.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

## ELEVATORS WANTED.

WANTED to lease, an elevator. Give particulars. Box. 395, Celina, O.

WANTED—You to list your elevators with me. Have cash buyers. Aaron Smick, Decatur, Ill.

TO EXCHANGE for elevator in Ill. or Ia., one-half sec. Kan. wheat land. No. 64, Bondville, Ill.

WANTED—Good elevator doing good business. Will buy or rent. Address Wm. Thomas & Son, Graettinger, Ia.

WANTED—I to 4 elevators, central Ia., Ill. or western Ind. handling not less 500,000 bu. a year. Robert Bell, Fowler, Ind.

ONE of our customers wants to buy one or two good elevators in corn and oats district. Bassett Grain Co., Indianapolis, Ind.

WANTED TO BUY: 3 to 5 elevators, doing good business, in northwestern Iowa or southeastern So. Dak. Address N. T., care Merchants National Bank, Sioux City, Iowa.

ELEVATOR wanted; Ill. or Ind.; cash for good property. Write description. Address W. O., Box 9, care Grain Dealers Journal, Chicago.

ELEVATOR wanted, in central or eastern Nebraska, for cash; ten to twenty thousand capacity. Address F. D., box 10, care Grain Dealers Journal, Chicago.

ONE OR TWO good country elevators wanted, that handle not less than 150,000 bu. of corn and oats annually. Will pay cash and take possession at once. Jos. A. Bridge, Frankfort, Ind.

WANTED to buy or exchange, good Neb. land for one or two good elevators, that will handle at least 100,000 bu. annually. Can handle stock in connection. Kreitman Bros., Omaha, Neb.

ELEVATOR wanted in Ill., Ia. or Minn., in a Scandinavian community; Swedish preferred; to buy or rent; handling 250,000 bu. corn and oats a year. Address O. O. Helgen, Ruthven, Ia.

TO EXCHANGE, for elevator in Ia. or Minn.,  $\frac{1}{4}$  sec. unincumbered land in good county of Kan.; price, \$2,200. Would put in \$1,000 cash for right plant if necessary. Address Lock Box A, Minburn, Ia.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

## ELEVATORS FOR RENT.

WELL ESTABLISHED grain and storage business in large city for sale to party who can rent warehouse and elevator for term of years. Place well equipped with feed, grist mill, cleaner and dryer. Storage capacity about 75,000 bushels. Apply to F. B. Weeks, box 551, Houston, Tex.

# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

SPRINGFIELD 10-h. p. Gas Engine, \$275. Carl Anderson Co., 23 N. Clinton st., Chicago.

ONE second-hand tubular boiler, 16 ft. by 52 in. Price, \$100 f. o. b. cars Kempton. M. J. Lee & Son, Kempton, Ind.

STEAM, 25-h. p. engine, in good shape; for sale cheap. Address Eschenburg & Dalton, 169 Jackson-st., Chicago.

SECOND-HAND Lewis gas or gasoline engine, No. 15, 20-h. p. in good shape. Rider Grain Co., Kentland, Ind.

TWENTY gasoline engines for sale, 6 Ottos, 2 Fairbanks-Morse, 12 Daytons. Write for catalog 326. Chicago House Wrecking Co., West 35th and Iron sts., Chicago.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

ONE 25-h. p. Pierce Gasoline Engine for sale or exchange for a 35 or 40-h. p. of equally good make. Engine now in use. Address Gordon & Heinze, Curatie, Ohio.

FOR SALE—A lot of gas engine castings, 2½ to 8-h. p. upright. Not complete, but will sell cheap to some one wishing to experiment, or build an engine with his own valve motion. Witte Iron Works Co., Kansas City, Mo.

ONE 18-h.p. Olds Engine, in use a short time, good as new, \$375; 1 3-h.p. Webster Engine, in use 30 days, \$100; 1 12-h.p. Webster Gasoline Engine, in use about 30 days, cannot be told from new, \$400. Allen P. Ely & Co., Omaha, Neb.

ONE 30-horse power gasoline engine, thoroughly overhauled, in first-class shape, with all tanks, pipes, fittings, both tube and electric ignition and a bargain, \$500 net cash on delivery. Witte Iron Works Co., Kansas City, Mo.

WE OFTEN have exceptional bargains in secondhand and rebuilt engines taken in trade or replaced by larger ones of our own make. Better write us your requirements and get our prices. We make no misrepresentations. Bauer Machine Works, Kansas City, Mo.

SECOND-HAND gasoline engines cheap; 30-h.p. Webster, \$600; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

FOR SALE—Secondhand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

GASOLINE engines for sale: 25-h. p. Charter, 12-h.p. Charter, 6-h.p. Charter, 17-h.p. New Era, 10-h.p. Otto, 8-h.p. Pierce, 4-h.p. Pease, 3-h.p. White; No. 1 Willford 3-roller Mill, No. 2 Willford 3-roller Mill; 4-roller Mill; 2-h.p. marine engine and boiler; 7x10 steam engine and 20-h.p. boiler; 35-h.p. steam engine and 60-h.p. boiler. C. D. Holbrook & Co., Minneapolis, Minn.

## ENGINES FOR SALE.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

ATLAS ENGINE for sale; automatic, 10x16, in first-class condition. One single C. Marsh Steam Pump, new. Kiowa Mill & Elevator Co., Kiowa, Kan.

OTTO Gas Engine, 15 h.p., with new cylinder, new cylinder rings and new piston; engine in first-class order; price, \$275. F. M. Hamilton, Mays, Ind.

ENGINES FOR SALE: One 25 horse steam engine, old style but in good running condition, with modern stop motion governor, 60-inch band wheel, lubricator and ready for business without expense. One double cylinder gasoline engine 15 horse power, in good repair. Both for sale cheap. Crabbs & Reynolds, Crawfordville, Ind.

## ENGINES FOR SALE.

17 & 29x22 stroke, Williams Auto. Tandem Compound.

16x42 Reynolds Corliss, r. h., with heater and boiler feed pump.

12x24 slide valve.

5¼x10, two-cylinder, belt driven Deane Pump.

7½-h. p. Otto Gasoline.

15-h. p. vertical gasoline.

W. S. McKinney & Co., 204 Dearborn-st., Chicago.

## ENGINES WANTED

WANT to buy a 6 to 8-h.p. gasoline engine; must be in good shape (secondhand) Henry Perbix, Chapin, Ill.

WANTED: A good, secondhand, 16-h.p. gasoline engine, Fairbanks make preferred. Also either No. 2 1-2 Western Sheller and Rolling Screen, or equal size Moline; also belting and buckets. Address Cecil Grain & Lumber Co., Cecil, Ohio.

## GRAIN FOR SALE.

MILLETS, Hungarian field corn, fodder corn, at fair values. Write for samples and prices. The Illinois Seed Co., Chicago.

WHITE WHEAT in carloads, if needing write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

"KAFFIR CORN CANE SEED—Surest forage and grain producers known. Choice quality. Recleaned seeds. Very low prices on car lots or less. Quotations on application. J. G. Maxwell & Co., McPherson, Kan."

COW PEAS for sale. There is no crop sown that will produce more tons of feed suitable for all kinds of farm live stock than cow or stock peas and in addition they are worth cost as a fertilizer to the soil. Send for our circular "Forage." W. H. Small & Co., Evansville, Ind.

## GRAIN WANTED.

WANTED, straight, dark mixed oats. Send samples and quotations. W. H. Small & Co., Evansville, Ind.

GERMAN and common millet and Hungarian, and No. 2 and 3 rye, wanted. W. H. Small & Co., Evansville, Ind.

## MACHINES FOR SALE.

A CORN, oats and wheat cleaner of large capacity; a bargain; 10 days' trial. B. S. Constant Co., Bloomington, Ill.

\$45 overhead horsepower, 1 h., good as new; \$15 f. o. b. L. H. Sorey, Clyde, O. T.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 6, care Grain Dealers Journal, Chicago.

ONE No. 5 Eureka Oat Clipper for sale. Never been run but little; as good as new. Box 17, Cerro Gordo, Ill.

A GOOD FEED MILL for sale at a reasonable price. It is in fine condition. Address Eschenburg & Dalton, 169 Jackson-st., Chicago.

ONE No. 4 Invincible Receiving Separator, for sale; first-class condition; complete set sieves; been run very little. Howard & Bemis, Edgerton, Minn.

SCIENTIFIC Feed Mill for sale; manufactured by Foos Mfg. Co., Springfield, O.; good as new; style H. No. 1. Address A. H. Richner, Crawfordville, Ind.

TWO Prinz & Rau Barley Cleaning Machines for sale. A. J. Proctor, Special Administrator M. B. M. Peacock estate, P. O. Box 911, Beaver Dam, Wis.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

OAT CLIPPER for sale, No. 9, latest improved Monitor, never been run. Or exchange for feed mill with capacity of 5 to 7,000 lbs. per hour. Address Clipper, box 7, care Grain Dealers Journal, Chicago.

ATLAS 30-h. p. engine; 20-h. p. boiler; No. 3 Eureka Receiving Separator; two Sinker & Davis Ear Corn Feeders, and No. 1 McGrath's Corn Sheller; all in good condition, cheap. W. H. Aiman, Pendleton, Ind.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

ENTIRE OUTFIT of machinery from cleaning elevator at McGregor, Ia., including 50 horse engine, 75 horse boiler, 2 R. R. track Howe Scales, cleaners, elevators, car pullers, steam shovel, belting, shafting, etc. At very low price; in good repair and a bargain to any one about to build. L. N. Loomis, 326 Flour Exchange, Minneapolis, Minn.

## WE SAVE YOU 50%

Have all makes of typewriters, many as good as new. Lowest prices and strongest guarantee. We rent, buy, sell or exchange machines. Sent on approval, one month's rent to apply on purchase. Write for Catalog 3. E. H. STAFFORD & BRO., 18-20 East Van Buren Street, Chicago.



## LUMBER AT HALF PRICES.

WE PURCHASED THE PAN-AMERICAN EXPOSITION. SEND US YOUR LUMBER BILL FOR OUR ESTIMATE. Pipe, Machinery and Building Supplies in General.

FREE CATALOGUES ON APPLICATION. CHICAGO HOUSE WRECKING CO., PAN-AMERICAN, DEPARTMENT 78 BUFFALO, NEW YORK.

# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## SITUATIONS WANTED.

**POSITION** wanted. References given if desired. E. S. Craft, Lewis, Kan.

**POSITION** as buyer or manager of elevator wanted; 10 years' experience; best reference. Address Z, Box 9, care Grain Dealers Journal, Chicago.

**POSITION** wanted as grain buyer or bookkeeper by an experienced man. Unexceptional references. N. N., box 10, care Grain Dealers Journal, Chicago.

**POSITION WANTED**—Bookkeeper with experience in grain, lumber & milling business; ref. and bond. S. L., box 10, care Grain Dealers Journal, Chicago.

**POSITION** wanted in country elevator as buyer and elevator man. Three years' experience and best of reference. Address O. W. L., Box 2, care Grain Dealers Journal, Chicago.

**STEADY** position as grain and stock buyer. Handy with accounts. Want place with plenty to do the year around. Good judge. Will furnish references, and bond if desired. Address, K., box 10, care Grain Dealers Journal, Chicago.

**POSITION** as bookkeeper and office man; three years with present employers. Good reasons for wishing a change. Can furnish good references. Address B. L., box 10, care Grain Dealers Journal, Chicago.

**HELP-WANTED** advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

## HELP WANTED.

**GOOD MAN** wanted that understands buying hogs and grain. Write C. B. Franke, care Boston Store, Pond Creek, Okla.

**MANAGER** wanted for a 60,000-bu. elevator in a city. Must be a judge of corn, wheat, oats, rye and hay. Address City Elevator, box 9, care Grain Dealers Journal, Chicago.

**TRAVELERS** who call on country grain dealers can easily make something on the side and at the same time promote their regular business. Address Side Line, Box 12, Grain Dealers' Journal, Chicago, Ill.

**FOREMAN WANTED** for small cleaning and transfer elevator. Must thoroughly understand cleaning and grading of grain. State references and salary expected. Address Box 336, Clinton, Iowa.

**WANTED:** An experienced millwright, who can operate a 200,000-bushel capacity elevator in Pennsylvania; keep account of in-going and out-turn weights of cars. State position previously filled; also salary expected. Address D, Box 9, care Grain Dealers Journal, Chicago.

## SCALES WANTED.

**SCALES** not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

## SCALES FOR SALE.

**SCALES**, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

**FLOOR SCALE** for sale, Fairbanks, capacity 5,000 lbs, platform 4 ft square. Mattoon Elevator Co., Mattoon, Ill.

**EIGHTY-ton**, 42-ft. Fairbanks Track Scale for sale; bargain. A. F. Chase & Co., agents for Monarch Scales, 215-3d st. So., Minneapolis, Minn.

**ONE 24,000-lb.** Fairbanks Shipping Scale for sale. A. J. Proctor, Special Administrator M. B. M. Peacock estate, P. O. Box 911, Beaver Dam, Wis.

**ONE thousand bushel hopper scale**, with patent self-registering beam and leveling device, \$175. Address Barry-Wehmiller Machinery Co., St. Louis, Mo.

**THREE 40,000 capacity Fairbanks Hopper Scales**, good as new. We found it necessary to replace them with larger scales and will sell at a great sacrifice. Address J. F. Harris & Co., Burlington, Ia.

**1 brand new 6-ton Fairbanks Scale** with compound beam, 8x22 platform, never set up, \$100; **1 4-ton Howe Scale**, double beam, 8x14 platform, \$60; **1 6-ton Buffalo Scale**, compound beam, with platform 7-2x22, \$75. Allen P. Ely & Co., Omaha, Neb.

## MILLS FOR SALE.

**FIFTY-bbl. roller mill and elevator**, all up to date, in gas town on Mo. P. Ry. 75 miles from Kansas City. Mill and engine room stone; elevator frame. Price, \$6,500; good reasons for selling; a snap for some one. Greeley Milling Co., Greeley, Kan.

**OREGON MILL** for sale; \$20,000 will buy one of Oregon's finest water power mills, with 225 bbls. capacity, and 80,000-bu. grain elevator, which is located in the best wheat section in the Willamette Valley. Track leading to mill door; buildings all on rock foundations, and mill recently refitted with modern machinery. Product can not be excelled; good paying investment. Reason for selling. Only those meaning business need apply. Address F. R., Box 9, care Grain Dealers Journal, Chicago.

## MISCELLANEOUS FOR SALE.

**OHIO Township Officers Directory** now ready. R. S. Strader, Columbus.

**CORN CRIB VENTILATORS**, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

**IOWA FARMS** for sale. Three farms belonging to estates must be sold for cash: 638, 640 and 750 acres respectively. Prices positively 40 per cent below value. Investors give this your attention. Address W. H. Gentner, President Farmers' Savings Bank, Farmington, Ia.

**ILLINOIS & IOWA farms** for sale, to settle up an estate; terms 1/2 cash. Medora, Ill., 120 acres, \$60. Shipman, Ill., 196 acres, \$40. Osceola Co., Mich., 240 acres, \$5. Hallsville, Ill., 386 acres; attend auction sale Clinton, Ill., Court House, June 7, 1:30 p. m. E. R. Ulrich & Sons, Springfield, Ill.

## PARTNERS WANTED.

**PARTNER** wanted, with a few hundred dollars, to help me ship and buy grain and general merchandise. E. J. Foster, Linton, Kan.

**WANTED**—A man with \$2,500, to build a mill 30 bbl. cap., in connection with warehouse on D. S. R. R., St. Paris, O. Address W. J. Jenkins, St. Paris, O.

**PARTNER** wanted in established seed business, wholesale and retail; increased from \$300 to over \$8,000 in 3 years. Northern grown legume and grain seeds. Largest trade in soy beans in America. E. E. Evans, West Branch, Mich.

## STEEL ROOFING

Strictly new, perfect, Semi-Hardened Steel Sheets, 2 feet wide, 6 feet long. The best Roofing, Siding or Ceiling you can use. No experience necessary to lay it. An ordinary hammer or hatchet the only tools you need. We furnish free with each order sufficient paint and nails. Comes either flat, corrugated or "V" crimped. Delivered free of all charges at the following prices

TO ALL POINTS IN  
INDIANA, ILLINOIS,  
WISCONSIN, MICHIGAN,  
OHIO, IOWA, WEST  
VIRGINIA,  
Per Square, \$2.35.  
PENNSYLVANIA, NEW  
YORK, NEW JERSEY,  
MARYLAND, KENTUCKY,  
MISSOURI, MINNESOTA,  
Per Square, \$2.50.

Prices on other States on application.  
A square means 100 square feet. Write for free catalogue No. 326

CHICAGO HOUSE WRECKING CO., W. 35th and Iron Sts., Chicago

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

# LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

**MIDLAND MACHINERY CO.,**

248 4th Ave. So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

## If You Want to Reach

The Grain Dealers of the Country  
Advertise in the Grain Dealers Journal.

## BETTER PRICES FOR YOUR GRAIN

can readily be obtained if you will purify it before shipment. Impurities, such as smut, must and mold odors can be entirely removed, and unnatural stains from water or other causes can be removed by our patent process of purifying and the grain made sweet and bright.

A purifier can increase your profits enough to pay for itself in a short time.  
Write for particulars to

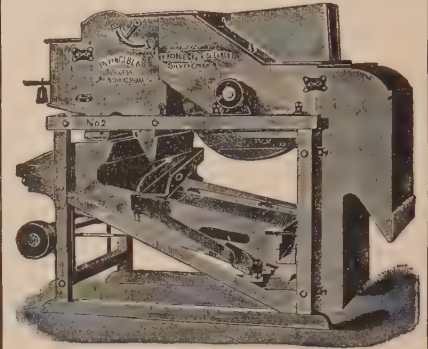
**The American Grain Purifier Constructing Co.**

DAVENPORT, IOWA, or KENTLAND, IND.

## INVINCIBLE DOUBLE RECEIVING SEPARATOR

ABSOLUTELY DUSTLESS

ELEVEN SIZES



### A CLEANER THAT CLEANS

Without injury to the grain and at a minimum expense for power and repairs.

It is simple, durable, compact, light running and reliable.

It is fully guaranteed and shipped to responsible parties on 30 days' trial.

We manufacture corn and cob separators and cleaners, oat clippers, receiving separators, scourers and cleaners, needle screen gravity separators and spiral belt separators. Send for catalog.

**Invincible Grain Cleaner Company**

Invincible Works,

SILVER CREEK, NEW YORK.

REPRESENTED BY

W. J. SCOTT, Wyoming Hotel, Chicago, Ill.

EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT, Nicolet Hotel, Minneapolis, Minn.

J. N. BACON, Balchne Block, Indianapolis, Ind.

### WHAT DO YOU SAY?

When you have shopped all over the "Footstool," and finally decided to let the fellow have your order who can promise you the most for your money, and you finally get the machine—set up and start it—and it doesn't come within a 100 bushels of its catalogue capacity.

### DO NOT SAY NASTY THINGS

It isn't really the machine's fault, it is doing the best it can for the money you paid for it. If you pay a small price for a machine, it is dollars to doughnuts that you get a small machine. Makers are not selling gold dollar machinery at seventy-five cents nowadays.

### IF IT FALLS APART

after you have been running it for a few months, you can't blame it because the little extra that we wanted was for the extra time, skill and materials that went to make a machine that would hang together as long as you used it right.

### YOU MUST EXPECT THESE THINGS

It is the way of the world, no matter whether you are buying shoes or silver. Cheap things are always cheap, and that is a bit of experience that you may have to pay hundreds of dollars for.

### IT IS FOR YOU TO SAY

what you will do. If you buy any of our machines you have back of you the absolute guarantee of wear, capacity and effectiveness. It costs—exactly what we can get for it from the largest and most exacting line of trade in the country.

Remember, we make all kinds of Grain Cleaning Machinery, large and small, and to special order.

**HUNTLEY MANUFACTURING CO.,**

THE MONITOR WORKS.

SILVER CREEK, NEW YORK.

# GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

BY THE

## GRAIN DEALERS COMPANY

255 La Salle Street,  
CHICAGO, ILL.

**CHARLES S. CLARK,**

Editor and Manager.

### Subscription Rates:

One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local checks.

To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

### Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

### Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., MAY 25, 1902.

Since the anti-trust laws of four states have been declared unconstitutional, that of Kansas, which is now on the testing fire, must be expected to be placed in the same class.

Elevator men who neglect to keep their houses clean all the time will not forget that between crops is an excellent time to give the interior a thorough cleaning and a coat of whitewash made strong with concentrated lye.

The elevator man who does not watch the columns of his trade journal misses much information of far greater value to his business than \$1 per year. No man who does otherwise is making the best of his opportunities.

Minneapolis grading of coarse grains is proving so very unsatisfactory that the leading dealers have appealed to the warehouse commission. The rigid enforcement of civil service rules would improve the grading after the rules are properly drafted.

The grain dealer who passes around business cards at a convention in his district, generally gives quick evidence of being a regular dealer, and assists his brother member in remembering him and his place of business. Business cards are surely a good investment.

Wheat which has been plowed up cannot be depended upon to yield more grain than was used for seed, but it is reasonable to expect that the crop experts, who have plowed up so much during the last week, will find later that most of this acreage will yield at least enough for "seed and home needs."

Ministerial utterances continue to give additional evidence of Great Britain's intention to keep the registration fee on imports of cereal products for protection to British millers. As a measure of further protection for the home manufacturers they may be given imported grain free of the registration, providing, of course the grain is grown in a favored colony.

Have you written your congressman regarding H. R. 14022, a bill to prevent interstate telegraph and telephone lines being used to promote gambling? If not, you should in the interest of your own business, write and wire him to solicit his support for the bill. It is aimed directly at the bucket shop keepers, pool sellers and the bookmakers.

It never pays to pinch your competitor simply because you have him in a tight box, for so doing you are sure to incur his hatred and make it next to impossible to maintain cordial business relations with him afterwards. Harmonious relations with competitors may often be extremely hard to maintain, but, nevertheless, will always be found to result in satisfactory dividends.

The stock companies which recently attempted to enforce an arbitrary and unnecessary advance of 25 per cent in insurance rates are losing so much business that some are hesitating and suspending the new rates. It is doubtful if by one single action they ever did so much for the cause of mutual insurance. The flour mill mutuals which are seeking elevator risks as per their advertisements in this journal are profiting accordingly.

The growth and success of this journal has exasperated our monthly echo so much that it can no longer restrain its feelings. After wasting over half a column of its valuable (?) space in a vain effort to express his hatred for the Grain Dealers Journal, its editor throws real swear words at us. It is easy for any unprejudiced person to discern the impetus of the attack. Watch him spin another fit next month. Then we will beg his pardon for living.

A flour mill at Western, Nebraska, was recently destroyed by a fire which originated in a pile of slack coal. This hazard is a very old one and has caused many elevator fires. It serves well to attract attention to the danger of storing slack coal in the power plant, as well as to having the power plant joined to the elevator proper. The power plant, with its brick walls and iron roof is not likely to communicate fire to the elevator if 25 feet or more away, even though a number of tons of slack coal be burned.

A resolution was adopted at the recent meeting of the Iowa Association which will surely receive the hearty approval

and support of every regular dealer who has money invested in elevator property. The resolution is to the effect that any dealer who operates an elevator at one or more stations, yet does a scoop-shovel business at another station, is declared to be irregular, and not worthy to be retained as a member of the association. The stand is in keeping with that taken by other associations, and is so reasonable and fair that no one has as yet attempted to advance an argument against it.

Steady rates have long been desired by grain shippers, who find that frequent fluctuations force them to do business at a loss when they thought a sure profit was in sight. Several years ago, at a meeting of the National Association, it was suggested that the railroad companies be requested to establish and maintain a system of winter and summer rates, which should be stable throughout the respective seasons, or that at least 60 days' notice should be given of any contemplated change. When the grain rates are changed but twice a year and then as expected by all, shippers will cease losing by what often seems senseless jugglery.

The demand for lower insurance rates has resulted in an unusual number of fakes being thrust upon the public. Brokers and agents, attracted by offers of large commissions, are also fooled by these same fraudulent concerns, some of which exist only on paper. One concern which claims a large paid-up capital pretends to guarantee everything a policy holder could desire, but upon reading the fine print, it is found that in reality it guarantees only to hold 60 per cent of premiums received for the security of policy holders. It is much better to carry your own insurance than to be swindled by these wild-cat insurance concerns.

The Missouri State Board of Railway and Warehouse commissioners has recently awarded a would-be shipper \$500 in a case brought against a railroad company which refused to provide cars for this shipper, at a time when it was able to find cars for his competitor. We have not received an official statement of the case, but doubt not that the railroad company was justified in refusing the cars on the ground that the would-be shipper intended to use them for warehouse purposes, and thus reduce their earning power as well as discommode other would-be shippers who were waiting for the same cars. If the plaintiff in the case were a scoop shovel shipper it would not be possible to damage his business to that extent. It is reasonable to suppose that scoop-shovel shippers have, by delaying cars, diminished the earning capacity of the railroad company \$1,000 for every dollar the railroad company has injured such would-be shippers by refusing to give them cars for storage purposes.

A shipper of Southern Iowa, who put in a large hopper scale last year, reports that he has not suffered one shortage since placing the scale. He prints on his letterheads that all his grain shipments are weighed on a new hopper scale by an experienced weighman and that his weights must be accepted. With such facilities he is well fixed to fight a shortage. The shipper who weighs shipments into car or bin over old wagon scales is not absolutely certain how much grain he has shipped. Good hopper scales have solved the shortage problems for many shippers. Try them.

Elevator men who have had experience with different paints will confer a great favor upon a subscriber whose inquiry appeared in the last number. Some paint will not adhere to iron siding or roofing. The effect of the sun, rain and low temperature seems to be very injurious to some paints, in fact, they crack, curl up and peel off, much to the utter disgust of the elevator owner. You can see elevators so stripped of paint here and there along the railways. It is natural therefore that our subscribers should wish to profit by the experience of others before trying paint on his own plant. More than one-half of the expense of painting an elevator is the cost of labor in applying it.

The Massachusetts Supreme Court, whose decisions are esteemed next to those of the United States Supreme Court, has recently rendered a decision which seems certain will drive bucket-shops from that state. The wife of a man who was wiped out by a big decline in the market sued the Metropolitan Stock Exchange for \$412, under the old statute which provides that any one who loses money on any kind of a wager or gambling device may recover his loss. The court was not confused by the verbiage of the contestants and said: "The transaction testified to is plainly a device to make a wager under the guise of a contract. The language of both witnesses throughout is the language of a wager and not of a real transaction." Many of the states have similar laws against gambling, and it is to be hoped that more suits will be brought against these disreputable joints and their doors closed permanently.

The destruction of the steel elevator at Fort William, Ont., again calls attention to the necessity of keeping elevators clean. Many wood houses have been sacrificed to slothfulness, but it was not expected that a steel house would fall prey to the same trouble. Thru lack of sufficient help or too much work, the superintendents of cleaning elevators sometimes are forced to permit screenings to accumulate about the house, but generally

it is done intentionally and for a purpose. The screenings can be mixed in with grain which is of top line grade without causing it to be placed in the next lower grade, hence it behooves the superintendents to keep the stuff until they can work it off as grain of good quality. That is one source of the cleaning elevators' great profits and one which can not be ignored. The storing of screenings always will increase the fire hazard of a plant, and unless better facilities are provided for its storage and protection from sparks, the cleaning elevators will soon be placed in the extra hazardous class.

The weeding out of old-time loose methods in the grain trade, which is the natural result of effective association work, prompts us to wonder how the shipper ever made a living out of the business before the associations came into existence. No sooner is one reform effected than the sky clears sufficiently so that other opportunities for leaks or careless methods, which formerly had been completely obscured by the greater troubles, are easily discernible. In the agitation for the reduction of shortages and greater protection for shippers of grain at terminal and junction points, one of the latest and best suggestions comes from Iowa, to the effect that all cars of grain at terminal points be resealed, immediately the inspector or sampler is through with the work, and a record kept of the seals broken and the new seals applied. By keeping track of the numbers of seals applied to a car, it is not difficult to tell whether or not the car was robbed of grain while in the keeping of the carrier.

Shippers who have suffered during recent years on account of car shortages will be pleased to learn that the American Railway Association has adopted the report of its Committee on Car Service, which favors charging for the use of cars on the per diem plan. A road using cars not its own will have to pay so much per day, instead of two or three mills per mile moved, as heretofore. The old plan has been so greatly in favor of the car renter that many of the smaller lines have never hesitated to keep cars of the larger trunk lines. As long as shippers along the short line used such cars for storage purposes, it did not cost the short line or the shipper anything. The car only earned revenue when moving. Under the new plan, which it is expected will go into effect July 1st, cars will earn much greater returns for the roads owning them, and the short lines, with no rolling stock of their own, will thereby be encouraged to buy cars, instead of sponging off of their big brothers. If the charge per diem is made large enough, it will surely go far towards preventing chronic car famines, because carriers will hasten to return bor-

rowed cars to their owners. Rigid enforcement of such a rule will bring much benefit to shippers, as well as large carriers.

The frequent and persistent discussion of mutual insurance by grain dealers in the different states, and the appointment of committees to consider the advisability of organizing a mutual company, would indicate that the grain dealers will not rest until some action is taken which will insure their obtaining reliable insurance at less cost than the stock companies now furnish it. Many dealers seem to ignore the fact that some of the best and oldest of the flour mills mutuals are now prepared to write insurance on grain elevators and contents. Some elevators are not acceptable to the flour mill mutuals on account of their physical hazards, but most of them could be altered without much expense so as to prove acceptable. Elevator men who are set on obtaining their insurance at a lower rate, can attain their desired ends in two ways. First, by joining hands and proffering their insurance to the flour mill mutuals, with the understanding that they will make the changes needed to reduce the fire hazard of their elevators. In this way they will get their insurance at about half what it costs now in the stock companies, and will profit by the experience and surplus accumulated by the flour mutuals during their twenty-five years of existence. The other possible way of obtaining reliable insurance at a less cost than the stock companies furnish it, is for the dealers of the different states to join hands and organize a Grain Dealers National Mutual Fire Insurance Company, and employ a practical insurance man who understands mutual insurance and elevator risks. If state mutuals are organized and confined to a state, it is not likely that the work will be placed in charge of practical insurance men, or be conducted in a way that will insure permanent success. The experience of Nebraska dealers along this line twelve years ago should warn others to be careful lest they bring their associations, as well as the cause of mutual insurance, into disrepute with the trade. Any business which is attempted to be conducted on the hap-hazard plan has many chances for failure; few for success. Insurance as a business must receive all the time and best thought of a competent man, who has gained a large experience elsewhere. A new company cannot afford to pay extravagant prices for experience. It will encounter enough difficulties without that. For the sake of legitimate association work and the good name of mutual insurance, it is to be hoped that none of the associations will encumber their secretaries with the additional labor of looking after a mutual fire insurance company.

## ASKED AND ANSWERED

### HANDLING CORN AND SHUCK.

Grain Dealers Journal: Will some reader of the Journal please give us his experience in handling ear corn in the shuck, stating what he thinks is the best plan and equipment for this kind of work?—Mansfield Grain & Elevator Co., Mansfield, Tex.

### IS COMMISSION MAN LIABLE?

Grain Dealers Journal: Some time ago I consigned five cars of barley to a commission firm and they sold the grain to a concern which failed before settling for it. I would be pleased to know whether or not the receiving house is liable, or must I stand the loss of grain and freight? I was under the impression that the receiver sold the grain for cash and was liable to the shipper for its net value. Any information on the subject will be thankfully received by J. B. H.

W. S. Hoge & Bro., Washington, D. C.: On all goods consigned to us we settle with shipper whether we receive the money or not. We sell some for cash and some on time; but always remit cash; in fact we advance on consignments when desired, and in most cases have settled in full with shipper before receiving our money.

Perhaps the receiver referred to did not receive sufficient commission to justify his guaranteeing the money. We know many parties handle for less than we do. Some shippers always are looking for cheap commission men. They sometimes prove expensive.

Eaton, McClellan & Co., St. Louis, Mo.: We have sold many a consignment for which we failed to collect, owing to the buyer failing before we could collect our bill, but our failing to collect has never made any loss to our shippers, as we have always remitted them their money whether we collected it or not, and we understand this to be the universal custom of all good, first-class, commission houses.

It has always been our understanding of the law that the commission man was nothing more nor less than an agent of the firm or firms he handled grain or merchandise for, and that the shipper cannot collect of the commission man if, after using due diligence, he could not collect for the grain sold.

It would be necessary on the part of commission merchant or agent to show that he used all possible means of protecting the interests of his shipper in selecting good, responsible men to sell to. We have never had occasion to look up the law on the subject, and only give our impressions of a commission man's liability.

Karger Bros., Milwaukee, Wis.: A commission merchant is liable to the shipper for a consignment of barley as in the instance which you cite. If the commission man acted as a broker, and not as a commission merchant, then the shipper is liable. The proposition is a nice question, and perhaps depends upon the circumstances connected with the case.

Murphy Grain Co., Kansas City, Mo.: This is not a matter of opinion; it is a matter of law. The commission man simply acts as the agent for the shipper, and where he uses due diligence and

good faith in disposing of stuff intrusted to his care, he is not liable for loss, unless proceeds have been placed in his possession.

You cannot say that the sales are spot cash transactions, for the reason that it is usually necessary to have the car set to an elevator or sacking track to be weighed, and final settlement cannot be made until weights are obtained, unless the sale is made on basis of shipper's weights.

Thos. G. Alvord Co., West Superior, Wis.: It is generally held in the Board of Trade here, that if the receiver should make a sale in the ordinary course of business to parties that are in such standing with the trade that it is common practice for receivers to sell them, and collect for the grain when weighed; then where receiver was acting in good faith, and as the agent of the shipper and without any neglect of the ordinary course of business, the receiver would not be liable for the loss.

F. J. Odendahl Commission Co., New Orleans, La.: The laws of the state of Louisiana release a commission merchant from responsibility as concerns the party to whom the consignment is sold provided he used due judgment in making the sales, that is to say, provided he sold to a buyer in good standing.

We would advise the party interested to write to obtain the name of the buyer and also the price and conditions under which the sale was made. If these facts all tally with the report the commission merchant has made the shipper then he has no recourse on the receiver here. If the name was a bad one, or let us say if the buyer was a buyer in doubtful condition at the time the sale was made, and if the price was not reported correctly, then the result might be in favor of shipper.

### The Three Best Advertisements.

The votes received from our subscribers on the Three Best Advertisements in the May 10th number of the Grain Dealers Journal shows great variation of opinions. The three advertisements receiving the most votes for first, second and third place respectively are:

Wisconsin Graphite Co.  
Fairbanks, Morse & Co.  
B. S. Constant Co.  
Other advertisements receiving votes for first place are:  
Younglove & Boggess Co.  
S. H. Tromanhauser.  
Huntley Mfg. Co.  
H. Kurtz & Son.  
Maire Paint Co.  
Carl Anderson Co.  
P. H. Pelkey.  
Karrick, Gray & Williams.  
Rosenbaum Bros.  
W. R. Mumford Co.  
Willford Mfg. Co.  
Philip Moser.  
A. T. Ferrell & Co.  
The Seckner Co.  
Webster Mfg. Co.  
Case Mfg. Co.  
J. Thompson & Sons Mfg. Co.  
Marseilles Mfg. Co.  
Union Iron Works.  
Carton Belting Co.  
Grain Dealers Co. "Help! Help! Help!"

The winners of the twelve opinion prizes will be announced in the next number.

## LETTERS FROM THE TRADE

### LAW AGAINST CAR SWEEPING AT MINNEAPOLIS.

Grain Dealers Journal: When I took charge of the Weighing Department a little over a year ago I found that considerable grain was stolen by the so-called car sweeper. These individuals pretended to only sweep cars after same had been unloaded at the mills and elevators, but their principal object was to steal grain from cars coming in from the country without seals or with the doors open, and as the railroad yards in this city are quite extensive, it was almost an impossibility to have efficient police protection. We caught several with grain in their possession in the railroad yards and had them arrested for sweeping cars, but could not secure conviction, as the court held there was no punishment for that offense.

Since then, this Department has been instrumental in securing passage of a city ordinance by our City Council, as follows:

Any person found lurking or concealed in any yard or street, within the limits of Minneapolis, with intent to pilfer, or who, not being the employee of a railway company, shall get on or off the cars or locomotives of any railway company operating its cars and locomotives within said limits while the same are in motion or standing still, or trespass upon the yards or premises of such railway company, with the intent to obtain a ride upon such cars or locomotives, or sweep, or take grain or coal without the consent of such railway company, shall, upon conviction thereof, be punished by a fine not exceeding \$100 or by imprisonment not exceeding 90 days.

We are operating very successfully under the new ordinance, having secured numerous convictions, and we are amply aided by the railroads. Results are very gratifying.—P. P. Quist, State Weighmaster, Minneapolis, Minn.

### LOSS OF FT. WILLIAM ELEVATOR.

Grain Dealers Journal: The loss on grain in the steel elevator "D" at this place, is trifling, or at least it should be so adjusted. The working house in which the fire originated is absolutely destroyed. I have never seen a more complete wreck. A large force of men are at work clearing away the tangled iron-work, all so melted down as to leave no value. The fire started about one o'clock Saturday morning on the first floor, and is presumed to have originated in screenings.

With the exception of four cleaning machines and two elevator legs, there was no wood work in the building. It must have been very dirty and full of dust, for the fire was a hot one.

The iron tanks containing wheat which is damaged, were not more than three feet from the working house; the sides next to the elevator were red hot, and the tanks ruined. It is estimated there is 60,000 bushels of wheat in these two tanks. I got samples of wheat from each of these tanks. It has burned in about two inches; the balance of the wheat aside from the odor is all right. The two tanks adjoining were hot, but not enough to damage the wheat. The Elevator Superintendent says he thinks he can save, as sound, all but three or four thousand bushels, which, if true, would make the loss \$2,500 to \$3,000. The wheat in the damaged tanks will be taken out through the man-holes at the bottom of the bins. This will be expensive work, and I would not be surprised if the damage would be twice as much as the superintendent's estimate.—F. J. M., Ft. William, Ont., May 12, 1902.

## Karrick, Gray & Williams—A New Firm.

Few grain commission firms have been launched with brighter auguries for success than that in which Henry L. Karrick, C. E. Gray and Harvey S. Williams are partners. Though young men, all have had experience in the grain trade and are well qualified to execute to the best advantage of their customers all orders for the sale of cash grain on consignment or for future delivery on the several exchanges of which they are members, at Chicago, Minneapolis, Milwaukee, Duluth and St. Louis.

Henry L. Karrick, the senior partner of the firm, has spent practically his entire life in the lumber business, his last venture in that line being the H. L. Karrick Lumber Co., of Minneapolis. Retiring from the lumber trade two years ago, Mr. Karrick purchased an interest in the old firm of S. Strong & Co., of Minneapolis, and soon afterward was elected vice president of the company. Since entering the trade he has familiarized himself thoroughly with every branch of it, and is now considered one of the leading grain men of the northwest. Altho his home is in Minneapolis, Mr. Karrick is well acquainted with and liked by the Chicago trade.



H. L. Karrick.

C. E. Gray is an Illinois product. Bloomington was his birthplace and Peoria the scene of his early business training. At the age of 11 he removed to the river town and made his first start selling papers when Garfield was assassinated. A brief experience as devil in the Peoria Transcript office and as Western Union messenger boy preceded his entry in the grain business, as office boy for the old reliable firm of Jno. Thode & Bro. After two years he went with the American Glucose Co. and a year later with the West Shore & Hoosac Tunnel Line. His real experience commenced with the successful firm of S. C. Bartlett & Co., with whom he remained for 5 years before the present house of Bartlett, Frazier & Co. was organized.

In 1892 Mr. Gray went with Milmine, Bodman & Co., and in 1895 accepted a position with Hiram Higgins, who succeeded to the business of West, Andress & Co. On the retirement of Mr. Higgins three years later, Mr. Gray obtained an interest in the business of W. A. Fraser, his successor. The success of this firm was very pronounced. It will be seen

that Mr. Gray's experience covers a wide range, and in all branches both in the country and on exchanges.

Harvey S. Williams was born at Earlville, N. Y., in 1874, but spent all of his early years in Missouri, residing at Louisiana, Mo., and St. Louis, until 1886, when he removed to Chicago with his family. He was educated in the public schools of



C. E. Gray.

Chicago, leaving the High School for business in May, 1889, when he entered the office of A. Geddes & Co. With this firm he steadily worked his way up the ladder of promotion until in June, 1896, he became a member of the Chicago Board of Trade, and a trader for his firm.

In February, 1900, Mr. Williams entered the employ of McReynolds & Co., and on Jan. 1, following, was appointed manager of the option department of that house, which position he occupied until he resigned on Aug. 15, 1901, to accept the management of the Chicago office of S. Strong & Co.

### Books Received.

STATISTICAL ANNUAL of the Cincinnati Price Current, for the year ending Mar. 1, has just been published, by Chas. B. Murray. As usual, it is replete with crop statistics and provision and grain trade records, of interest to packers and grain shippers. Forty-two pages. Price, 25 cents.

REPORT OF MISSOURI BOARD OF AGRICULTURE. We are indebted to Geo. B. Ellis secretary, for a copy of the 34th annual report of the Missouri State Board of Agriculture, a book of 471 pages, of which 86 are devoted to insects injurious to wheat and 233 pages to reports of the proceedings of agricultural societies.

INSECT LIFE was written by John Henry Comstock, professor of entomology in Cornell University and in Leland Stanford Junior University, as an introduction to nature study, and as a guide to those interested in outdoor life. While treated with scientific accuracy the subject is discussed in popular language, interspersed with stanzas of poetry that awaken the imagination of the young student. The 350 pages of the attractive volume are adequately illustrated with wood engravings, many of them original, and with 12 full-page plates reproducing butterflies and various insects in the colors of nature. Price, \$1.75. D. Appleton & Co., New York.

## SEEDS.

The Ohio Department of Agriculture reports the average date of seeding clover as March 23, and the acreage compared with last year as 94 per cent.

S. G. Courteen has given order to A. T. Ferrell & Co. for fourteen No. 7 special seed cleaners for his new seed warehouse at Milwaukee, Wis.

Jimmie—"Aw, go 'way! you don't know what they has Senators at Washington for." Johnnie—"Do, too. They have 'em there to send seeds to farmers."

I. B. Nall, commissioner of agriculture for Kentucky, reports that clover and meadows have held their own, while pastures have lost five points in condition.

S. W. Flower & Co., of Toledo, are increasing their capacity for handling seeds, and have added another No. 9 Special Clipper Cleaner to their equipment."

The Michigan state crop report gives the acreage of clover sown, compared with last year, as 95 per cent, and the condition of meadows and pastures as 89 on May 1.

Often much may be known of the vitality of seed from its color; for example, bright-colored Crimson clover seed is pretty sure to germinate well, and dull-looking seed to germinate poorly.

Northrup, King & Co., seedsmen of Minneapolis, Minn., have opened a handsome retail establishment; and will have a regular seed warehouse on track, where they will handle grass and field seeds.



H. S. Williams.

J. E. Northrup, president of the American Seed Trade Association, recently held a conference with the Commercial Club of Minneapolis, Minn., to make arrangements for the annual convention of the association.

The Missouri State Board of Agriculture reports that the acreage of meadows has been reduced 15 per cent on account of last year's drouth, and the average condition on May 6 was 76, compared with a 5-year average of 93.

Our exports of grass seeds, other than timothy and clover seed, during the nine months prior to Apr. 1, 1902, as given by O. P. Austin, chief of the Bureau of Statistics, were valued at \$280,807; compared with the values of \$128,250 and \$148,505 during the corresponding periods of 1900-1 and 1899-1900.

Our exports of timothy seed for the nine months ending with March, 1902, amounted to 4,390,916 pounds, while for the corresponding periods of 1900-1 and 1899-1900 the number of pounds exported amounted to 5,091,668 and 12,511,263 respectively.

Our exports of clover seed for the nine months prior to Apr. 1, 1902, were 6,727,658 pounds; compared with 10,629,035 pounds and 39,536,546 pounds, the amounts exported during the corresponding months ending Apr. 1, 1901 and 1900.

Receipts of seeds at Peoria, Ill., during the month of April amounted to 30,000 pounds; compared with 90,000 received last year during the corresponding time. Shipments during April were 60,000 pounds, compared with none shipped during that month last year.

## SUITS AND DECISIONS

Judge Hine at St. Paul, Minn., May 13, decided that a bucket-shop contract is gambling, and not valid. E. White had brot suit against A. J. Cummings to recover \$500 lost.

Creditors of Geo. H. Phillips have brot suit against James O. Baird of Williamsfield, Ill., to recover \$30,000, due as margins on trades in rye which had been closed at a loss.

The McCaull-Webster Elevator Co., Minneapolis, Minn., has asked the court to compel the Chamber of Commerce to transfer a membership from O. D. Tinney to J. L. McCaull, to adjudge that neither Geo. H. Daggett nor H. E. Pence have

for failure to deliver 15,000 bushels of corn as per contract. Pritchard & Hubbard for defense say the order was to ship the corn over the Baltimore & Ohio, from which company no cars could be procured. The firm offered to ship over the Pennsylvania line, but Cooper & Oddy refused to have the grain go that way. In consequence it became impossible to ship the corn as ordered. The court gave Cooper & Oddy judgment for \$445.

## Burning of the Wells Elevator, Buffalo, N. Y.

Among the tallest of the grain elevators at Buffalo, was the Wells Elevator. It is now a mass of ruins, having been destroyed by fire May 4th. The fire,



View of the Burning Wells Elevator at Buffalo, N. Y., from the Waterside.  
Engraving by the Buffalo Express.

Flaxseed exports during the nine months prior to Apr. 1, 1902, were 3,873,362 bushels; compared with 2,709,755 bushels during the corresponding period in 1901 and 2,732,675 bushels for the corresponding period of 1900-1.

J. Shaw & Sons, London, in Beer-bohm's, May 5: The present spring season seems now nearly over; however, a few small sowing orders continue to drop in, which are executed at the moderate rates current. Meantime, stocks of clover seeds all round leave off, as previously noted, in unusually small compass. Sainfoin, timothy, and especially lucerne, are still in very short supply.

Cuban imports of seed for the eleven months ending Dec. 1, 1901, included 115,026 pounds of clover seed and 743,711 pounds of flax and timothy seed; while the amounts for the five months ending Dec. 1, 1900, were 4,080 pounds of clover seed and 73,891 pounds of flax and timothy seed.

any lien on the membership, and to restrain the sheriff from disposing of it.

On the allegation that a locomotive engine had set fire to its plant the Abilene Mill & Elevator Co., Abilene, Kan., has brot suit against the Union Pacific Railway for \$40,325.

The New York Court of Appeals has confirmed the decision of the lower court in favor of the Dakota Elevator at Buffalo, N. Y., which was burned, in the suit against the Prussian National Insurance Co., which refused to pay \$60,000 of loss under the use and occupancy clause. The insurance company claimed that as the elevator was a member of the Buffalo pool, and was being paid so much per day, whether running or not, there was no loss to the elevator. The court decided that the company must pay, under the valued policy rider in the contract.

Cooper & Oddy, of Indianapolis, Ind., brot suit against Pritchard & Hubbard, grain dealers at Acton, to recover \$1,600,

which was caused by spontaneous combustion, commenced at the top and the structure was doomed from the first. It stood on the site of the old Colborn Elevator, which was burned in 1862. It was rebuilt as the Wells, and in 1890 was partly destroyed in the fire which consumed the Eastern Elevator.

At the time of the fire the elevator contained over 200,000 bushels of wheat. The loss on the elevator and grain was about \$350,000, with insurance of \$113,750 on the building and \$116,000 on the contents.

The accompanying engraving shows a view of the burned elevator, taken from the waterside. It also shows Buffalo's new fire boat, which saved the Wilkeson Elevator from destruction, it being located next to the Wells house.

A new elevator will be built on the old site, and it will be a modern, fire-proof structure, after the most approved plans.

## Arbitration.

[From a paper read by H. B. Dorsey, of Weatherford, Tex., at a meeting of officers of the National and Affiliated Associations.]

Arbitration is fast growing in favor with nations, large corporations and their employees and individuals as a means of settling differences. A great deal could be said on this subject. It is of so much interest to the public, I feel wholly unable to do anything like justice to the question.

Since the organization of the Texas Grain Dealers Association nearly four years ago, the arbitration feature of our association has been my hobby. When I look at the good results it has accomplished, I can but feel proud of the devotion I have given this subject. Before the organization of our association, at which time we adopted the arbitration feature, there was a great deal of unsatisfactory business resulting from unfair dealings on the part of many dealers both in the selling or shipping, and in the buying or receiving classes. The dishonest shipper would not hesitate to overbill his goods or ship lower grades than that sold, making draft and collecting therefor; nor would the buyer hesitate to get your goods into his market and then compel you to allow inspection before paying the draft, often forcing you to let him weigh your goods. Both of these classes would then tell you that you would have to come to their domicile and sue them in their courts, in which event you could hardly ever obtain a judgment against them. But since the organization of our Association and the establishment of the Arbitration Committee these fellows have been driven out of business to a large extent. Most of the leading dealers of our state are members of our association, and when any one fails or refuses to submit a business difference to our Arbitration Committee, our members are advised of this fact, and fearing they might get caught in like manner, they simply refuse to do business with that class of people. These offenders are necessarily forced to do business with a like class of people who are outside of our Association, when it is a case of "dog eat dog."

Arbitration is the most equitable, just and fair, and the least expensive way of settling differences. Recognizing the fact that honest men will have honest differences, we compel our members to submit all business differences to arbitration and abide by the decision of the Arbitration Committee.

Under the anti-trust statutes of our state we are sometimes deprived of ample means to enforce judgments, awards, and orders of our committee, but the moral effect of simply refusing to have any business dealings with parties who refuse to submit business differences to arbitration and abide the result is very persuasive on all parties who fully understand the workings of our association.

There are a number of instances on record wherein parties have refused to submit business differences to arbitration. Members of our association having been advised of the fact, almost uniformly advise such parties when they ask for quotations, or offer grain for sale, that having been advised of their refusal to submit to arbitration, do not care to have dealings with any one showing such a spirit of unfairness. Such parties would then write to other members and receive the same kind of reply. Finally they concluded that if they expect to do business with honest dealers, they had better submit to arbitration, and have, in several instances, reconsidered the proposition and finally submitted to arbitration. In some such cases they have won their cases before our Arbitration Committee.

In order to make a success of arbitration you must establish confidence as to the ability of your committee, and the spirit of fairness in its awards. You should select for your Arbitration Committee men of unquestioned integrity, free from prejudices, so those who have differences will feel when they submit differences the men who are to pass on same are competent to pass on any grain transactions, and that they are true and honest men.

Last year we had 73 cases before our committee, involving claims to the amount of over \$6,000, and out of this number of claims we had twenty cases submitted in which there was a member of our association on one side and a non-member on the other, and out of the twenty cases thus submitted nineteen were awarded in favor of non-members. I mention this to show you with what fairness our committee acts, and it is this spirit of fairness prevailing which has established confidence in our association and its Arbitration Committee.

At the hearing of our committee on the 21st of this month we had one claim submitted by an outsider from another state for over \$2,000, and claims at this hearing of about \$4,000 were before the committee from four states. I simply give you these facts that you may know what the Texas Association is doing along the line of arbitration. We are proud that we were about the first association to inaugurate this work, and our good work stands acknowledged by other associations and some of them are adopting our arbitration rules verbatim.

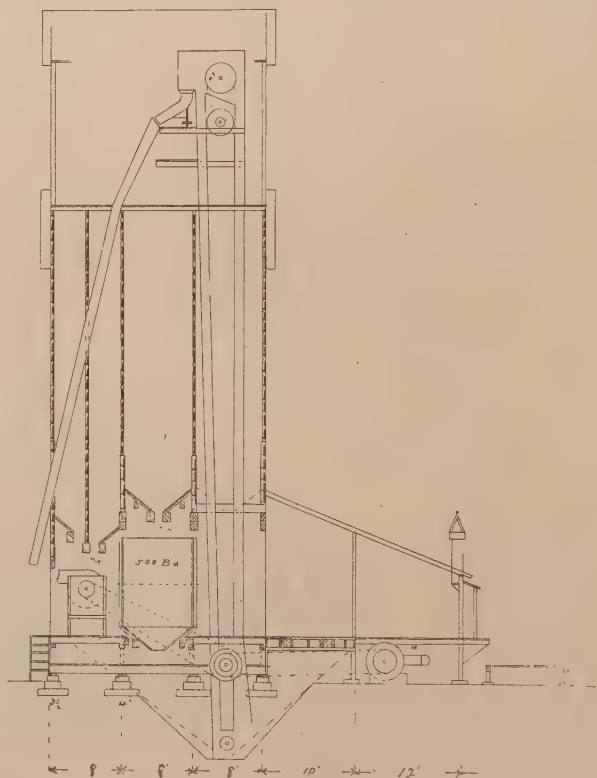
Now since the organization of the National Association, affiliated in by our state organizations, it occurs to me that some rather serious questions may come up. One along the line of jurisdiction. While the rules adopted by the National Association at Des Moines were very good in my estimation, yet it occurs to me they are a little voluminous and I think could be reduced considerably with good results. The shorter and more explicit you can make your rules the better it will be. My position is that the association or organization in the city or state wherein the contracts are matured should have jurisdiction in such cases. In this way my idea is that if corn is bought by Texas dealers

I am such a strong believer in arbitration that I believe the state legislatures should pass a law providing for compulsory arbitration in all matters. My work as secretary of the Texas Grain Dealers Association and in connection with the Arbitration Committee of that organization has forced that opinion upon me, and when I find a man that is not willing to submit a business difference to an unbiased committee I do not care to have dealings of any kind with him.

## A Small Elevator.

Many elevator companies which operate a line of houses, especially in the Northwest, build their elevators all alike. This reduces the expense of having several different sets of plans made, and gives them a modern, up-to-date country house that will meet all demands that have been likely to arise.

In the accompanying cuts are shown the side and end elevations and ground plan of an elevator which is being built at



Side Elevation—Small Elevator.

from Kansas dealers to be delivered at a Texas point, then the Texas Association has jurisdiction, but if bought f. o. b. some station in Kansas, then the Kansas Association should have jurisdiction.

I think the National Association's Board of Arbitration should simply take the place of a Supreme Court, but in such a provision as this there is danger of assisting injustice by prolonged delays. We all understand that many people will appeal from decisions of the courts simply for time, hoping that something will come up in the meantime which will enable them to avoid the payment of the claim or obligation, and I think our National Association should look well to the end that cases wherein appeals may be had from any organization to the National Board should be extremely few and their awards along this line well guarded.

I believe that every grain organization should compel its members to arbitrate all differences. Recently a St. Louis shipper had some trouble with one of the members of our association, and the Texas dealer attached the proceeds of a draft drawn by the St. Louis shipper, and the St. Louis dealer having a list of the members of our association and a copy of our rules, wired the Texas man that he would be compelled to withdraw his suit and arbitrate the difference, and this he forced him to do, avoiding litigation and expense.

Garden City, Ia., for the Diamond Grain Co., of Des Moines, by Honstain, Bird & Co., of Minneapolis; the second house built from these plans for the same company.

The house is 24x35 feet on the ground, and cribbed 45 feet to the eaves and six feet higher in the center. It has eleven bins, six of which are deep, flat bottom bins and the other five have hopper bottoms and are located over the working floor. The combined capacity of the bins is 26,000 bushels.

The two stands of elevators are equipped with 12x7 inch cups. The boots are set in a water tight steel tank, part of which projects under the driveway and dump, forming the receiving sink, which is divided so that different kinds of grain can be dumped. The distributing spouts at the heads are of the Gerber pattern.

The house is equipped with a No. 2 Victor sheller and cleaner combined, and a 500 bushel hopper scale, which are on the first floor. Power is furnished by a 21 h. p. Otto gasoline engine.

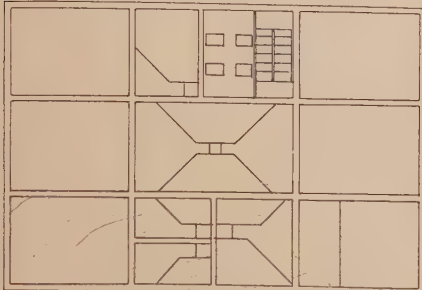
The loading spout has a straight course from elevator head to car. This is an advantage, as it gives the grain force enough in the fall to load car to capacity without trimming.

Between the elevator and office is the driveway which is enclosed and contains the wagon dump. Beyond the office is the wagon scale, the beam of which is placed in the office. Beside the office is the engine room. At one side of the elevator and attached to it is a cob and dust house.

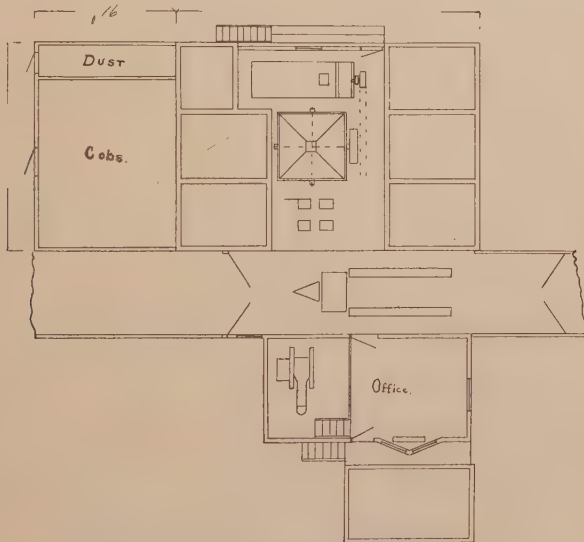
### Dealing with Railroads and Public.

[A paper read before the officers of the National and Affiliated Associations by Geo. A. Wells of Des Moines.]

The first proposition that the officers of a grain dealers' association have to meet is to maintain an organization, and the next proposition is to conduct the associa-



Bin Plan—Small Elevator.



Ground Plan—Small Elevator.

tion in a manner that will give benefits to its members.

A grain dealers' association cannot, in any respect, be conducted in an arbitrary manner, but must secure results through influence that will create sentiment. A sentiment, if it is good, will crystallize into a custom, and the custom becomes a law, of which the great business systems of today are constituted.

I consider it of much importance that the officers of a grain dealers' association should give careful consideration to policy and methods of work, and in doing this to keep in mind the public and the statutes.

When grain dealers' associations were first formed in a small way, perhaps merely to attempt to control prices, it was possible almost to keep the fact of their existence from the public, but to-day we have the State and National Associations of larger scope and they must necessarily stand out in public view. The public naturally inquires as to their purposes and objects.

I hope that this paper will at least bring out some discussion along this line with special reference to the local work of a state association, and I plainly ask these questions. How can the work be conducted to dispose of ruinous competition in

prices without violating law? What is the best method of discouraging scoopers?

The first question brings us face to face with the anti-trust laws and public opposition to any attempt to restrain competition. The second question requires us to consider the boycott laws if certain methods are pursued.

I believe that an association formed simply for the purpose of hiring a man as secretary who would simply endeavor to control prices at local stations would not in any sense whatever perform the work of a properly conducted grain dealers' association.

Is it then not absolutely necessary to establish legitimate purposes for existence and do a work that will be appreciated by the public, and in fact be a public benefit? I believe the field is wide for this work, but it will require much perseverance to accomplish results that the public will appreciate, and I trust that discussion in this meeting of that part of the work of grain dealers' associations will result in more clearly defined ideas along these lines.

Local grain dealers are human, some are unreasonable and indiscreet, and I believe that it is proper that a grain dealers' association should use its influence to establish equitable relations between the grain shipper and the public. Improved methods and corrections of abuses in the grain trade, no matter in what particular, is a public benefit as it results in the necessity of less profits to maintain the business.

The proper use of the influence of the grain dealers' associations in politics and good government may well be considered for the public good. The general interest of the farmers and the public is best served by a condition that gives to the dealer steady, uniform and proper margins, with business done in a clean cut manner, leaving out those bad methods and abuses that eat up margins.

The relations between the grain dealer and the railroads are changing somewhat with the evolution of railroad affairs that is rapidly going on. The railroad is, ac-

cording to law, a common carrier and should not discriminate in rates, and the detailed functions of the railroad will, in time, become more public. Railroad competition is something tremendous under certain conditions and in certain places, and the relations of the grain dealer with the railroad under such conditions become complicated indeed.

Most railroad companies realize the fact that a limited number of grain dealers with proper facilities give just as good service to the public, and cause them less annoyance, which has naturally induced them to limit the number of leases at stations for elevator privileges. Association work, if along broad lines, is very much in harmony with the modern ideas of railroad management.

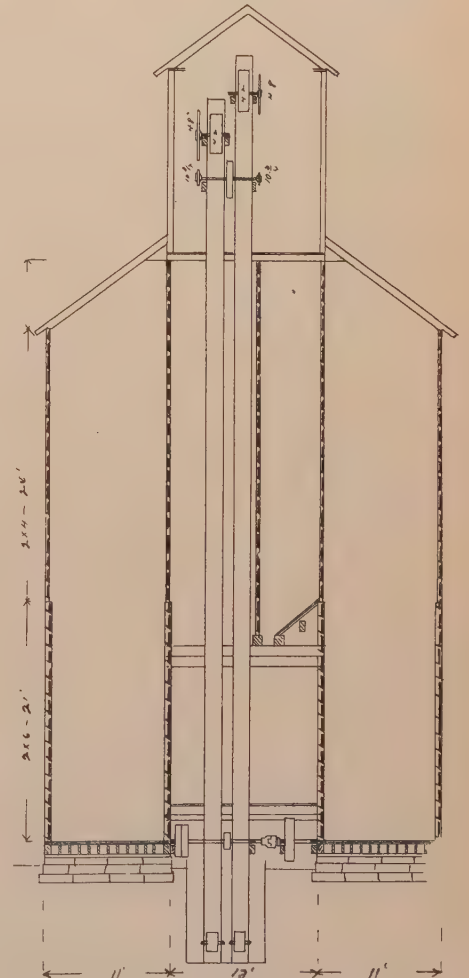
There will, no doubt, be a difference of opinion as to how close should be the relations between the associations and the railroads. It has been the policy of the Iowa Grain Dealers Association to act quite independent, but in harmony; and we have never yet found it necessary to antagonize them in any respect. We believe that where the association and the railroad company act together arbitrarily as against some unfavorable person or condition it is apt to cause the most serious

kind of public agitation, and so long as both are working to the same ends it is better that the relations between the Association and the railroads be nothing more than harmonious.

### The Lamb and the Licker.

A story is going around of a Lamb in a bucket shop. The place was not generally known for what it really was and hence it had a ticker. The Lamb happened along one morning a few minutes before the opening of the market and was idling around the ticker when the operator at the other end began his usual morning test of the apparatus. What the operator happened to be spelling out was "A B C 123 A B C 123 123 A B C." The Lamb was interested. "This A B C seems to be the thing this morning," he remarked to the proprietor of the place. "There's nothing else on the tape here. I'd like to buy some. How much margin will it take?" The keeper of the bucket shop looked at the tape, saw the joke that was on the Lamb, and replied, "Oh, we'll carry you a hundred on 2 points."

The Lamb was still wisely ignorant of himself, and handing over \$200 he said, "Well, buy me a hundred." The bucket



End Elevation—Small Elevator.

shop man saw how he might coin fun into business, and solemnly accepted the order. There was a minute yet before the market's opening. The ticker had stopped. Now the bucket shop man was watching with the Lamb. The ticker whirled. Then came on the tape, "A B C 121 A B C 121 121 A B C." "You're wiped out, old man," said the bucket shop keeper. And the Lamb surely was.—New York Commercial.

### Methods of Discouraging Scoopers.

[From a paper by Geo. A. Stibbens, read at meeting of officers of the National and Affiliated Associations.]

How to discourage scoopers has been perplexing to every intelligent secretary. The ways of handling scoopers have been many, as different secretaries have had different methods of handling the matter. Practically the only way the scoop shovel element can be driven from the trade is through the receivers. If the receivers can be educated to refuse absolutely to handle consignments of grain from scoop shovel dealers they would soon cease to exist. All associations have had success, to a large degree, in handling this matter and have been able to persuade the best element to refuse shipments from scoop shovel men.

We find the ordinary receiver is quite willing to confine his business strictly to the people who have facilities for handling grain. There are one or two firms in each market who solicit farmers' and scoop shovel business and make a specialty of that class of business. H. H. Carr and George A. Helman & Co. are two firms who absolutely refuse to favor any association and confine their business strictly to the farmer and scoop shovel man. How to handle these two firms is a question that has troubled every secretary who has come in contact with them. It has been suggested that possibly a sentiment could be worked up among the elevator concerns to refuse to buy grain from these firms, but I find, after consulting with some of the largest receivers that it is absolutely impossible.

The market is so broad, the outlet so great, the buyers so many, that it would be impossible to persuade all classes of buyers to refuse to buy from a certain firm. The private elevator owners, the feed stores, the brewers and the maltsters care nothing about grain associations and are inclined to buy grain from any person who has it to sell. Something may develop in the future that will enlighten us how to handle these obstinate cases.

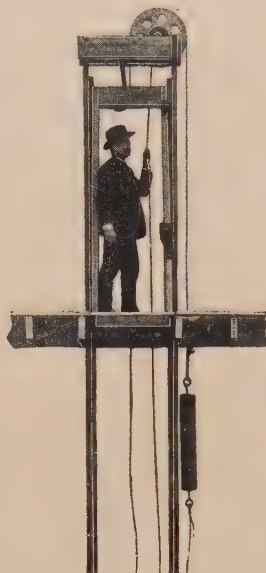
In talking to firms who are inclined to receive business from scoop shovel dealers they will tell you that no man can dictate to them how they shall run their business and that they have a legal right to buy grain from any person who cares to sell or ship it to them, and we must concede that they have this right, although we take the stand that they have no right morally to trade with these people. The only remedy that I can figure out for these very obstinate cases is when we succeed in getting a large majority of all receivers in the different markets into the National Association we can create a sentiment among them whereby they will be able to handicap the firms who deal with scoop shovel men.

I have lately come in contact with one firm in St. Louis who make a specialty of

affiliated associations and impress upon the minds of the country dealers the importance of withholding their business from such firms. By adopting a uniform method among all associations, loyally backed up by all members, we would soon drive such people out of business.

### The New Era Elevator.

The overworked elevator operator can not perform his duties satisfactorily to his employer or with credit to himself. It therefore behooves the elevator owner to equip his house with every labor-saving



The New Era Man Saver.

device he can get, in fact such investment will earn good profits.

In the accompanying cut is shown a small passenger elevator which is suitable for both large and small houses. By having one in an elevator, workmen are enabled to go to the top of the house with ease. This is an incentive for them to watch that part of the house more carefully, and the owner of the elevator can

through the car. In ascending you pull down on the rope and in descending you pull just enough to overcome the friction that is brought to bear in the movement of the elevator. The car is counter balanced by a weight, and is built to carry two hundred pounds.

So confident is the manufacturer of the satisfaction that these elevators will give that he is willing to put them in on thirty days' trial, and to remove same at his own expense if they do not prove to be all he claims for them. They are made by Philip Moser of Sidney, Ohio.

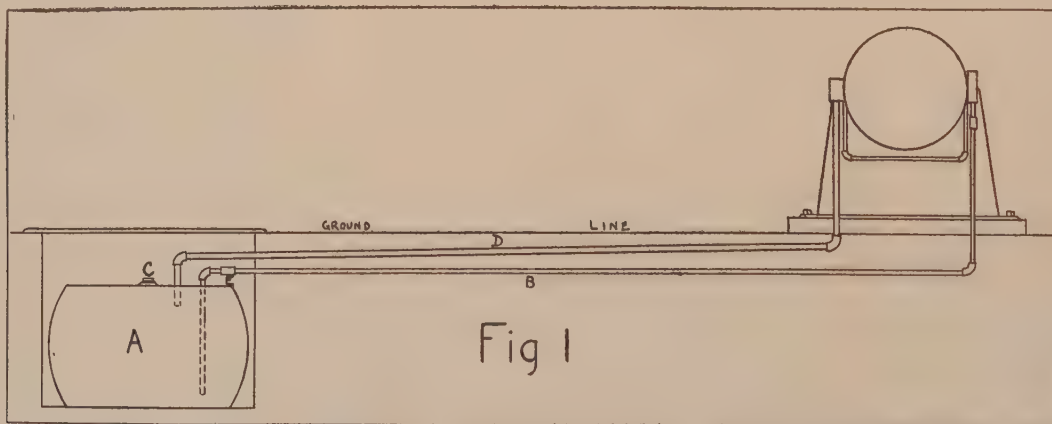
### Oil Feed to Gasoline Engines.

To the inexperienced the proper location for a gasoline tank appears to be at some point high enough above the engine to insure the flow of the oil to the cylinder, as in Fig. 2, where the supply is regulated by the stopcock on the tank. Theoretically the stopcock is supposed to be opened just far enough to give the engine the requisite quantity of oil. Practically the stopcock is passing too much or too little fuel. Too much oil makes the mixture so rich that the explosion lacks force, or the excess of oil may be so great that there is no explosion, and the engine stops, while the gasoline continues to flow until the tank is empty or the cock is turned off. An overflow of gasoline into the engine room is so pregnant with peril of fire and explosion that this arrangement of the tank and supply piping is no longer advised by the gasoline engine experts, nor permitted by the insurance underwriters.

The arrangement in Fig. 3 is equally objectionable, tho the pipe is depressed to the engine room floor. The presence of the tank within the engine room makes this arrangement more hazardous.

The placing of pipes several feet below the ground, as in Fig. 4, is not warranted by any practical considerations. The pipes need not be below the frost line, as gasoline does not freeze, and seldom contains water.

The correct method of installing the tank and its connections is shown in Fig. 1.



Oil Feed to Gasoline Engines.—Correct Arrangement of Piping Between Oil Tank and Gasoline Engine.

hay, but receive consignments of grain, and they gave me to understand as long as they were in the commission business that they must receive consignments from anyone, regardless of whether or not they were regularly engaged in the business. Of course we understand they have a legal right to do this, and we will be compelled to devise ways and means in the future to educate this class of receivers along this line.

The names of the firms in different markets who persist in handling scoop shovel business should be quietly advertised among the members of the National and

then feel sure that the pulleys, shafting, cleaners and other machinery will have proper care and attention. This would not be the case if the workmen had to climb stairs or a ladder.

This passenger elevator illustrated herewith is self-lifting; it needs no power and is always ready for use. It requires a space of 30x40 inches. The movement is attained by means of a controlling rope, which is suspended from top to bottom

A is the gasoline tank, contained in a brick or stone vault having a cover and kept locked. C is the aperture for filling the tank, closed by a cap having an air vent. B is a suction pipe thru which a pump draws oil to the engine. The end of this pipe should extend nearly to the bottom of the tank, and should be covered with wire gauze to keep shavings or sediment from getting into the valves. The second pipe, D, is the over-

flow, to conduct the oil not used by the engine back into the tank. It should be a size larger than the suction pipe. Both pipes should pitch toward the tank.

The suction pipe should have two check valves; one placed near the tank, at E, and the other at the engine close up to the pump. When replacing these valves after cleaning, the operator should be careful that the oil is free to pass in the right direction.

When the level of the oil surface in the tank is below the level of the engine room floor, the conditions of safety are assured. Nothing is gained by having the tank any lower. Gasoline pumps are not intended to lift more than five or six feet, and if the difference in level is great-

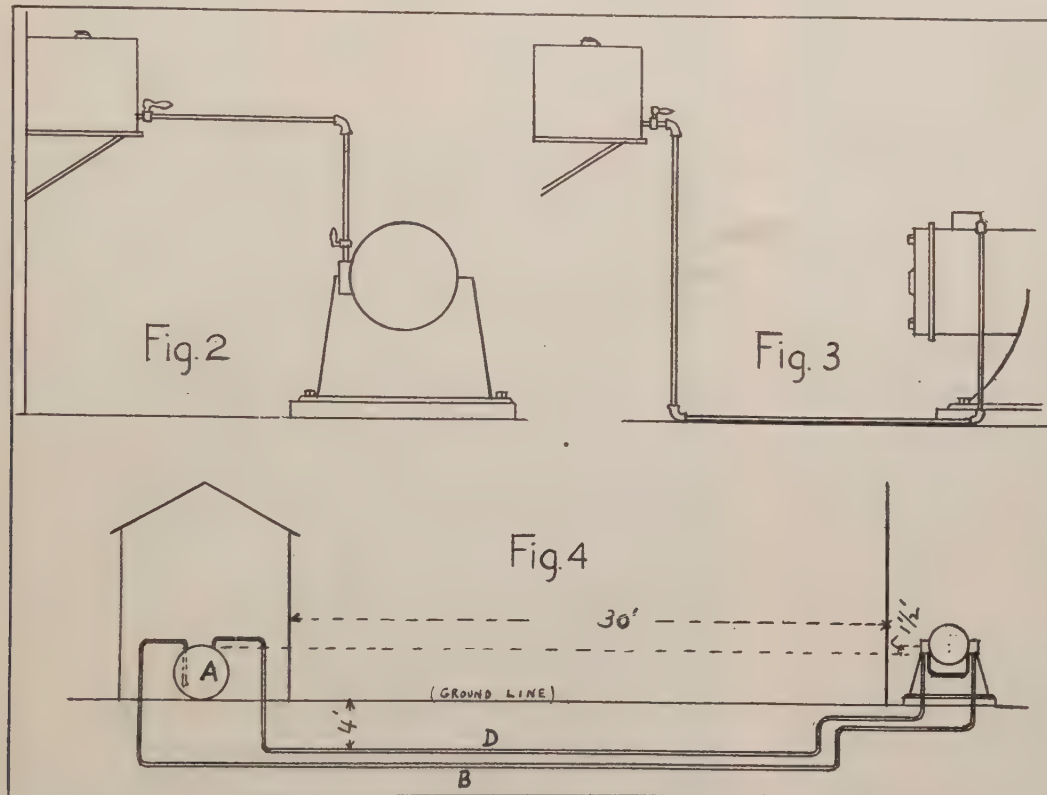
### Effects of Bucket Shops.

The effect of the bucket shops upon the general growth of morals of the community is bad. It cannot be otherwise than bad. A bucket shop at its best, conducted in the most orderly manner, and even assuming that it is conducted with comparative honesty, is a trap for the unwary. The worst part of it is that it assumes affiliation with the grain trade, and many misguided people are led into patronizing it through this very reason. It encourages the small wage earner, nine times out of ten in absolute ignorance of even the elementary principles of finan-

### Government Crop Estimate.

John Hyde, statistician of the Department of Agriculture, on May 23 issued the final estimate of the acreage, production and farm value of the cereal crops of the United States in 1901, giving all proper weight to the recently published census report.

Corn, 91,349,928 acres, 1,522,519,000 bushels, \$921,555,000; wheat, 49,895,514 acres, 748,460,000 bushels, \$467,350,000; oats, 28,541,476 acres, 736,808,000 bushels, \$293,658,000; barley, 4,295,744 acres, 109,932,000 bushels, \$49,705,000; rye, 1,987,505 acres, 30,344,000 bushels, \$16,909,000; and buckwheat, 811,164 acres, 15,125,000 bushels, \$8,523,000.



Oil Feed to Gasoline Engines.—Dangerous Arrangement of Tanks and Pipes.

er than this the oil supply may fail. Neither is it advisable to locate the tank more than 50 to 70 feet distant from the engine, horizontally.

Before joining sections of the pipes rub the screw threads with a paste of soap. The white or red lead used for gas joints would dissolve in the gasoline, and the leakage of air into the suction pipe would prevent the pump from working at its full capacity.

St. Louis has about 100,000 bushels (all grades) in store, but the millions of her "wind wheat"—"no man can number." And—"the tail wags the dog," without much evidence of any immediate change in conditions. A bear maxim is, "we usually harvest (shekels) in June."—Pope & Eckhardt Co.

Cuban imports of breadstuffs for eleven months prior to Dec. 1, 1901, were 340 bushels of wheat, 1,389,225 bushels of corn, 442,887 bushels of oats, 94 bushels of rye and 16,620 bushels of barley; compared with 1,478 bushels of wheat, 1,206,198 bushels of corn, 252,722 bushels of oats, 507 bushels of rye and 24,000 bushels of barley during the corresponding months of 1900.

cial or commercial life, to try a chance in the hope that he can make money quickly. It is bad in every way.

A good bucket shop or one free from evil effect is difficult to imagine. Even if they were conducted on lines of comparative honesty the chances are infinitely against the man who patronizes them, while in the average shop the quotations are sifted through a man who can manipulate them at will, and how much of a chance the victim has can be imagined.

One day last week a man looked in through curiosity at a bucket shop about town. He was told by an attendant anxious to explain to him how he could make money easily, that the figures checked on the board represented the changes in the price of May wheat in Minneapolis. While he looked the market suddenly broke to 68¾c. Two or three of the habitués tore up their memoranda. They were carrying wheat that they had supposedly bought at a higher price and the sudden break wiped them out. As a matter of fact May wheat had not sold lower than 69¾c in Minneapolis for months.—Charles M. Harrington in the Minneapolis Journal.

### Texas Crops.

Special Telegram.

Waco, Tex., May 23.—The reports of 41 grain dealers at meeting here to-day shows the corn acreage to be 113 per cent, and the condition 103 per cent of an average crop.

The oats acreage according to the 39-dealers reporting is only 62.5 per cent, and the condition 53.8 of an average crop. Some complaints of rust.

Thirty-seven reports show wheat acreage to be 82.5 per cent, and the condition 56.1 per cent of an average crop.—Charles S. Clark.

### Kansas Crops.

Special Telegram.

Parsons, Kan., May 24.—The views of seven grain dealers, who have just reached here after traveling 2,000 miles in Kansas with the special Trade Excursion train of the Kansas City Commercial Club, indicate that Kansas will have 50,000,000 bushels of wheat.

The seven dealers are Allen Logan, G. S. Carkner, E. O. Moffatt, Thos. L. Ewan, Otto Swaller, H. T. Fowler and Wm. Murphy, all of Kansas City.

## GRAIN CARRIERS.

The Cincinnati, Richmond & Muncie Railroad has been opened thru to North Judson, Ind.

The Chicago & Alton Railroad has surveyed a cut-off between Springfield and points near Jacksonville, Ill.

The A. B. Wolvin syndicate has purchased the eight barges and tug of the Prescott Elevator Co., Prescott, Ont., for \$90,000.

The railroads have denied the request of the Chicago grain shippers to have the transit privileges extended from 6 to 9 months.

The Texas Railroad Commission held a hearing May 20 on the application of one line rates on the 8 lines of the Southern Pacific system.

The Minneapolis, Superior, St. Paul & Winnipeg Railway Co. has been incorporated to build two lines between those points north from St. Paul and Superior.

At a meeting of committees from New York and Buffalo, May 13, it was decided to agitate vigorously for an improvement of the Erie Canal to 1,000-ton barge size.

The Blackwell, Enid & Southwestern Railroad has completed the sections of the road between Arapaho and Cordell, Okla., and Vernon, Tex., and Frederick, Okla.

The grain trimmers' unions of Chicago and South Chicago have settled their long-standing war, by the mediation of the Longshoremen's union, and will adopt a uniform wage scale.

The Manistique, Marquette & Northern has bot the Manistique & Northwestern Railroad, the president of which is R. R. Metheany of the G. R. & I. R. R., which will build a line from Traverse City to Northport, Mich.

The committee appointed by the French government has reported favorably on the proposition to expend \$128,000,000 on canals, and the lower house has appropriated \$134,990,000 for the work which is estimated to cost nearly \$200,000,000.

The Great Lakes & St. Lawrence Transportation Co., of which A. B. Wolvin is the promoter, initiated its West Superior and Quebec grain traffic this spring by the shipment of about 41,000 bushels each in the two steamers J. Duncan and Brittanic.

The Missouri Railroad & Warehouse Commissioners recently awarded a shipper \$500 damages for failure of the railroad to give him cars for which he had made application. The railroad discriminated against him by giving the cars to other shippers.

The Illinois Railroad & Warehouse Commission will give a hearing on freight rates June 3, at Springfield. The commission is said to have received evidence that the rates prevailing from Indiana and Iowa into Illinois are much lower for longer distances than for a much shorter distance within Illinois, and are therefore a discrimination against Illinois shippers.

Before Interstate Commerce Commissioners Prouty and Fifer at St. Louis, May 18, J. A. Middleton, general freight agent of the 'Frisco Line, testified that the 'Frisco prior to Jan. 1, 1902, had made refunds to the Brinson-Judd Grain Co., and Langenberg Bros. & Co., on grain brought to the Mississippi river. He stated that the 'Frisco had been forced to this practice by the competition of other lines, which since have been enjoined. The 'Frisco, according to the statement of a freight official, will make no objection to an injunction; in fact, it is stated

that the company would prefer to have it. An injunction against the 'Frisco will put all the roads in the grain territory on the same basis. The commission has concluded the hearing of the case against the Mobile & Ohio road. The testimony was to the effect that all shippers had been made acquainted with the eleven cent rate on grain between East St. Louis and Vicksburg. Complaint had been made that this rate had been given to one grain firm in discrimination against another. The result of this hearing will be further instructions from the commission in the matter of making public all rates. An order covering this subject will be issued from Washington.

### Underwriters Are Suspicious.

There are surface indications that all companies and all insurance agents are not agreed as to the justice or the need of the recent 25 per cent advance, and agents are growing suspicious of each

### The New Steel Elevator at Toledo.

One of the latest additions to the new crop of fireproof grain elevators has just been finished for the Cincinnati, Hamilton & Dayton Ry. Co. at Toledo, O., by the Macdonald Engineering Co., of Chicago. The site of the present building, which we illustrate herewith, has twice been occupied by million-bushel wooden structures. The last of them was a modern, first-class building, erected in 1895, at a cost of \$350,000. There was little to be desired in the line of efficiency or equipment, and when put into service by the owners they felt that for years to come they were prepared to gather and to hold the grain business of the Maumee Valley and central Ohio, which had been scattered by the destruction of the former building.

Five years rolled by. The golden stream of grain had again shaped its course to Elevator B and had reached its largest development. One Sunday morning the



New C. H. & D. Steel Elevator at Toledo, O.

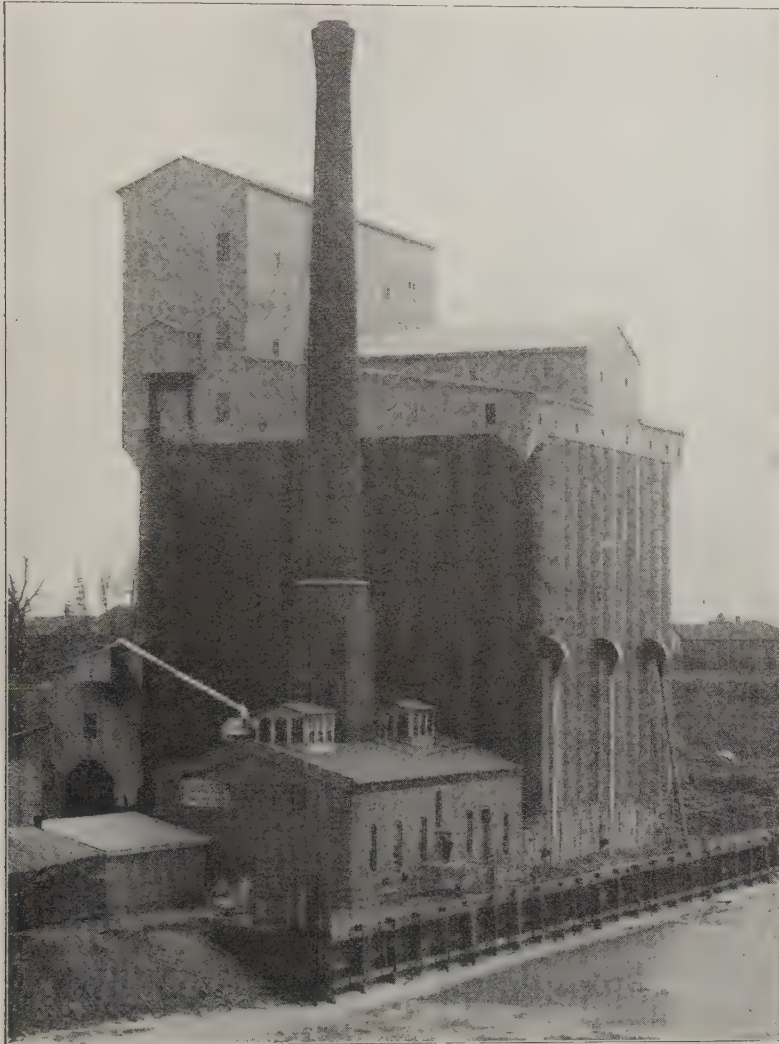
other concerning the enforcement of the order. Many companies are having trouble about the new rates, and their agents report the loss of business on account of an attempt to enforce it. It is said that some companies are modifying or repealing the circular order announcing that the advance would go into effect immediately; also that some of the companies have modestly intimated to their agents that the notification of the raise was not seriously intended.—Indianapolis Correspondent of the Insurance Monitor.

bins could hold no more, the yards were glutted with cars of grain and the movement eastward was at its height. An explosion was heard at the cupola and before the watchman, who was on the bin floor, could reach the stairs, he was enveloped in the deadly flames and seen no more. Two hours later the smoldering ruins were ready for the salvage shark, at his own price.

Toledo has been baptized in elevator fires, accompanied with appalling loss in life and property. It is not strange there-

for that absolute permanency should be made the foundation principle of this and all future elevator construction at this port. The subject of fireproof construction was carefully canvassed in all its bearings by the engineers and officers of the railroad company with the result that the plans of the Macdonald Engineering

All of the three elevator legs of 15,000 bushels' capacity each, may be used for shipping. The bin story is covered with a concrete floor and all of the upper structure roofs and cupola is of steel. The three 1,600-bushel scales, hoppers and garners are of steel. Belt conveyors on the bin floor convey the grain to the



New C. H. & D. Steel Elevator at Toledo O.

Co. were adopted and the contract awarded the company without competition.

The present building holds 500,000 bu. and is but the first section of the contemplated structure which, when extended over the old foundation, will hold 1,500,000 bu. It is built with Macdonald's patent system of bin arrangement, giving 100 separate compartments or bins in the storage.

The first story is of concrete and supports the bin work on ground arches sprung between the piers. It contains the belt conveyors, by which the bins are emptied. The two receiving tracks are enclosed by a steel train shed, built against the side of and the full length of the steel bin structure. The cleaning room on the second story of this shed extends over the inside track. The bins adjacent to the cleaner room are hoppers at a point sufficiently above the cleaning machines to reach them by gravity. The grain coming from the machines being re-elevated and spouted into lower compartment of the cleaner bins.

storage or the three shipping bins, located on the dock side. There are no floors in the cupola above the bin floor. The scale beams and all valve governing mechanism is brought down to the bin floor when the weighman is in full control and in sight of the direction of the grain.

The exterior walls and roofs are of galvanized iron. All spouting, elevator legs, conveyor fixtures and machine supports are of steel. Nothing but the window sash is of combustible materials. A new Corliss-Vilter engine has been added and all parts of the power house made fireproof. The general transmission machinery is from the Link-Belt Machinery Co., the cleaning machinery from the Invincible Grain Cleaner Co. The complete plant cost approximately 30 cents per bushel.

Cuban imports of rice during the eleven months prior to Dec. 1, 1901, as given by the War Department amounted to 175,847,265 pounds; compared with 152,984,852 pounds exported during the corresponding months of 1900.

## THE SUPPLY TRADE

Work has begun on the new shops of the Wm. Bros. Iron & Boiler Works at Minneapolis, Minn.

Walter S. McKinney, M. E., Chicago, has removed to new offices in the Marquette building, rooms 1706-7.

St. Louis millwrights have formed a strong organization known as the millwrights and machinery erectors union.

E. W. Wagner, of Chicago, is sending his many friends in the grain trade a neat card case of olive green leather.

The H. W. Caldwell & Son Co., of Chicago, has provided for the enlargement of its plant by the recent purchase of eight lots adjoining its already large plant, at a cost of \$15,200.

G. T. Honstain, of Minneapolis, Minn., predicts that this will be a big year for elevator construction, unless all signs fail. Already Mr. Honstain is figuring on a lot of good work and sees more looming up in the distance.

The C. O. Bartlett & Snow Co., of Cleveland, O., has issued catalog No. 4, containing 140 pages, devoted entirely to chains and sprocket wheels, and profusely illustrated. No user of conveying machinery can afford to be without it.

W. L. Milligan, the fat and jolly traveling salesman for the Marseilles Mfg. Co., from the latter's Peoria branch house, says the elevator machinery business is opening up excellently this spring and that prospects for a good season's business were never better.

C. D. Holbrook & Co., of Minneapolis, Minn., say that the prospects for business are very good this year. Mr. Holbrook expects a very large trade in elevator machinery and engines. An increase in the size of the new elevators is noted, apparently to provide for the holding of grain at the interior stations.

An advertisement is valueless except it attracts attention. It does not matter how well it may be worded if it does not attract the eye of the reader and hold his attention to it. In order to do this it is not necessary that there shall be big and showy illustrations or bill poster type. Advertisements attract more frequently by their modesty than by any aid of artist or painter.

The Wisconsin Graphite Co., of Pittsburg, Pa., is making a specialty of graphite paints for grain elevators and reports some large orders from several sections of the country. Graphite paints resist the heat and cold and at the same time prove a protection. An elevator at Stevens Point, Wis., painted in 1894, has withstood the effects of the weather with splendid results and looks as well to-day as when first applied.

Adjectives, like wine, are a good thing when used in moderation. Many an advertisement, otherwise creditable, is made void of effect through overuse and misuse of them. This is true, especially, when they are employed in the superlative. A buyer usually is satisfied if an article is "good," and does not demand that it shall be "best." He is content if it be "cheap," and does not exact that it shall be "cheapest" of any in the town. Moderate language and reasonable offers are far more persuasive than extravagant speech and promises.

Exports of corn oil amounted to 2,053,332 gallons during the eight months ending Mar. 1, 1902; compared with 2,890,695 for the eight months prior to Mar. 1, 1901.

# GRAIN TRADE NEWS.

## CANADA.

C. A. Mills will erect a 30,000-bushel elevator at Pasqua, Assa.

B. Friel of Regina will build a flour mill at Lamloops, B. C., Canada.

The Virden Farmers Elevator Co., Ltd., will erect an elevator at Virden, Man.

Citizens of Raymond and Magrath, Alberta, are organizing a mill and elevator company.

W. J. Groves, for W. J. Lindsay, Somerset, Man., May 10: Very backward spring; seeding late.

Somerset, Man., has two elevators and one warehouse and is one of the best points for wheat on that line.

The Barnett & Record Co., elevator builders of Minneapolis, have secured the contract to erect a 2,000,000 bushel elevator at Port Arthur, Ont.

W. L. Parrish, Winnipeg, Man., May 14: Weather continues favorable for spring work, and it is now estimated the wheat acreage will be equal to that of last year.

W. J. Seymour, Giroux, Man., May 8: Prospects for good crop; though there was little snow last winter, there has been an abundance of rain this spring; seeding about completed.

Citizens of Whitewood, Man., are hoping that their town will be chosen as the site for one of the elevators which will be built in the west this season. The town has two elevators but needs another.

The Manitoba grain commissioner reports that 224,305 acres of new land were broken for wheat this year, and that Manitoba and the Northwest Territories have 18,000,000 bushels of wheat available for market.

The Lake of the Woods Milling Co. will build about 15 new elevators this season—three or four on the Forrest branch, two on the MacGregor, two on the Pembina, one on the Soo line, probably at Weyburn, Man., and several on the main line.

The Lake Woods Elevator at Stunbach Station, Man., has taken in about 70,000 bushels of wheat this season. The entire amount marketed there was in the neighborhood of 100,000 bushels, which exceeds every other year in quality as well as in quantity.

Two 30,000-bushel elevators, with stone foundations, water-tight pits, 14-h. p. gasoline engines, No. 7 cleaners, 10-inch cups and 11-inch scales, weigh in and out gangways, 14 feet wide, will be built at Qu'Appelle, Assa. J. C. Starr has charge of affairs.

F. W. Thompson, general manager of the Ogilvie Mills Co., has announced that the twenty new elevators to be built by that company this summer, will be located at Pense, Balgonie, Grenfall, Arnaud, Manor and Carlyle, in the Territories and Brookdale, Bradwardine, Sinclair, Newdale, Lenore, Arcola, Carnegie, Kenton, Oakville, Grand View, Margeret, Gilbert Plains, Dunrea, and at the terminus of the Waskada branch of the C. P. R. in Manitoba. The company will do the building itself and work will begin at once at Arnaud.

The Manitoba grain act as recently amended by the Dominion Parliament, gives any person within 40 miles of a station the right to put up a flat house on railway ground, after having made written application to the commissioner. The railroad is compelled to put in a switch and charge a rental not greater than that charged standard elevators. The effect of this amendment will be to curtail the building of new elevators and to depress the value of those already built.

A clause of the amended Manitoba grain act badly handicaps the operator of an elevator. Even tho the house be full of grain he cannot get a second car in which to ship until after all other applicants each have had one car, irrespective of the amount of grain held by them. It is peculiarly unfortunate for Manitoba farmers that this short-sighted legislation is enacted on the eve of a period of unexampled activity in elevator building. Big crops and an unparalleled influx of settlers are making greater demands than ever for shipping facilities. A few years hence the farmer legislators will see their mistake, and offer inducement for regular grain dealers to provide the best modern elevator facilities.

The Montreal Corn Exchange Association on May 19 resolved that whereas Great Britain has lately placed an import duty on agricultural products from her colonies, as well as from other countries; and whereas the building up of the colonies, whose loyalty has been so thoroughly proven is the surest and best means of strengthening the empire and providing for its defenses, and whereas the growth of the colonies, and Canada in particular, largely depends on the encouragement of their agricultural resources, the Canadian government is hereby requested to urge most strongly on the government of Great Britain the necessity and the advisability of granting a free entry to the agricultural products of Canada and other colonies, while maintaining the duties on importations from all foreign countries.

The fire which on May 16 damaged the Canadian Pacific Railroad elevator at Fort William, Ont., emphasizes the necessity of cleanliness, not only in wooden structures but steel houses as well. The elevator is said to have contained a large amount of rubbish and chaff, which ignited, probably from a cigar stump. Watchman Gray discovered the fire in the fore part of the building at 2:30 a. m. The fire started in the second floor and spread to other parts of the working house, the adjoining storage tanks escaping with a severe scorching, as reported elsewhere in the column "Letters From the Trade." After the watchman discovered the fire it was nearly an hour before the fire department was notified, and as the building is nearly a mile from the main part of the town, the firemen could throw only one stream from the nearest hydrant, 2,500 feet away. The boiler and engine were saved. Loss, \$100,000. The adjustment of the loss presents some new features, in that so much of the grain was

not insured. Following the fire the Winnipeg Grain Exchange resolved that certificates must be accompanied by proof that the grain represented by same is undamaged at time of tender in all cases where fire has occurred in the elevator in which the grain is stored.

## CHICAGO.

A pit for the oats traders is being prepared on the west side of the trading floor.

The Board of Trade will be closed on Decoration Day, but will open as usual May 31.

John E. Van Pelt, at one time in the grain business on the Board of Trade, died recently.

The Open Board has elected Chas. Q. Albertson, president, and Wm. Duncan, vice-president.

E. W. Burdick, for many years with Bentley-Jones Grain Co., is now with L. H. Manson & Co.

The Chicago Great Western Railroad has cut the rate from the Missouri River to Chicago to 7 cents.

Frank H. Williams, late of Decatur, Ill., is again in the employ of Ware & Leland, grain commission brokers.

A rule defining more strictly the extent to which customers may be given free telegraphic service is again being agitated.

Now that corporations in the clearing house are subjected to the most rigid scrutiny, a similar oversight is talked of for partnerships.

H. A. Foss, Board of Trade weighmaster, has just returned from a two months' sojourn in New Mexico, greatly improved in health.

James M. Love, a member of the Board of Trade, died May 15, of pleuropneumonia. He will be buried at Keokuk, Ia., his birthplace.

Interior dealers will do well to bear in mind that either new or old white oats, if good enough for standard, will be deliverable on the new style contracts.—Pope & Eckhardt Co.

Marcus S. Yarwood, one of the pioneer members of the Board of Trade, died May 9, at Elgin, Ill., where he has been staying for some time. He was 72 years of age and unmarried.

C. E. Hill, who has been an active member of the Board of Trade for thirty years, has retired from the grain business and will go to California. He has posted his membership for transfer.

The Rice, Malt & Grain Co. has been incorporated to deal in grain and manufacture malt. Capital stock, \$600,000; incorporators: Aaron Heims, Arthur L. Schwartz and Walter Schaffner.

The Perfection Cereal Co. has been incorporated for the manufacture of cereal products. Capital stock, \$25,000; incorporators: Harry F. Blackwell, Volmer K. Ransmussen and Charles Woodward.

The Board of Trade has adopted rules providing that misstatement of facts by an applicant for membership shall be ground for expulsion; and that one membership shall not entitle more than one firm or corporation to members' rates.

As the Board of Trade was about to close for the day on May 16, two prominent members, J. B. Scott and C. B. Van Kirk, came to blows over a trade made during the session. They were separated by policemen. President Warren has announced that, as a result of the encounter, they will be suspended thirty days.

Ralph H. Hunt, a member of the Board of Trade and for some time trader for Ware & Leland, died May 15, aged 31 years. He has been a sufferer from consumption, and some time ago went west seeking to improve his health, but this failed. Burial will be made at Lexington, Ill.

An amendment to the commission rule is proposed covering grain in car lots. Rates between members are included. Where the broker assumes no financial responsibility the rates for car lots are \$1 for wheat, rye, barley, shorts, middlings, straw, hay, and flax seed; \$1.50 per car for ear corn, 50c for corn, oats and bran, and \$2 for all seeds.

Grain receivers and the warehouse commissioners met May 15 to act on a recommendation that the grade of No. 2 yellow and No. 2 white corn be raised. The change found little favor, and the grades remain. At the same meeting it was decided that the standard grade of oats shall contain the best quality of white oats. Type samples will be prepared by a committee of twelve.

### ILLINOIS.

The old Smith Elevator at Lincoln, Ill., is being repaired.

Bartlett, Kuhn & Co. will build an elevator at Cadwell, Ill.

C. A. Davis has begun his new grain office at Lovington, Ill.

Schultz & Baujan are erecting a grain elevator at Ashland, Ill.

F. L. Carman is taking down his old elevator at Cissna Park, Ill.

Mr. Fuson has begun work on his new elevator at Chesterville, Ill.

Pat Hayes of Hayes Bros., at Galesville, Ill., is at West Baden for his health.

Tegge Bros., Papineau, Ill., May 12: Oats looking fine; corn planting commenced.

Daily Bros. have taken possession of the elevator bought recently at Philo, Ill.

All aboard for Decatur meeting of the Illinois Grain Dealers Association, June 10 and 11.

John Bird has been making some improvements on his recently purchased elevator at Sharon, Ill.

J. D. Webster & Co. have bought the grain and lumber business of Rollins & Riser at Woodland, Ill.

The 50,000-bushel elevator which is being erected at Deer Creek, Ill., by Sam Belsly is nearly completed.

Langellier Bros. of Milford, (R. F. D. No. 1), are building a 45,000-bushel house at Dawson Park, Ill.

Harrigan Bros. will erect a storehouse for grain and feed near their present plant at Jacksonville, Ill.

Fred Barnes was kept from his business at the elevator at Danville, Ill., for two weeks on account of illness.

The Bradley Elevator Co. is represented by A. J. Barrett and W. Roberts at Joppa and Hillerman Landings, Ill.

H. J. McDonald has given the contract to Younglove & Beggess for the erection of an elevator at Brisbane, Ill.

A portion of the metal roof of Herman & Ludwig's elevator at Secor, Ill., was blown off May 3, during the storm.

Robert Musser has sold his elevators and grain business at Buena Vista and Orangeville, Ill., to Wright & Taylor of Chicago.

The Mason City Grain Co. has just completed an addition to their office for a directors' room and private office for the manager.

A. W. Shepard of El Paso, Ill., will

enlarge and improve his elevator at Emight Station and put in new machinery and a gas engine.

Bateman & Noble Bros.' Elevator at Kumler, Ill., was struck by lightning May 5. The building did not take fire, but the roof was damaged.

C. B. Spang and Claud Austin will erect a grain elevator at Georgetown, Ill., which will be conducted in connection with their lumber business.

The dealers who fail to attend the annual meeting of the Illinois Grain Dealers Association at Decatur, June 10 and 11, will miss a good time.

It is said that W. T. Haarstick of St. Louis contemplates erecting a 500,000-bushel elevator at Cairo, Ill., for the use of the St. Louis Valley Railroad.

J. E. Cristy has begun the erection of a 32 by 60-foot elevator at Ringwood, Ill. It will be thoroughly furnished with machinery and run by gasoline power.

Charles Ballard, who recently purchased an elevator of John Roach at Girard, Ill., is having the machinery improved and taking out the mill outfit.

C. F. Ellis of Savoy, Ill., writes: I have sold my elevator to Wm. Murray of Champaign. He expects to erect a new building, using the old one for storage.

The Quincy Cereal Co. has been incorporated at Quincy, Ill., with \$50,000 capital stock. Incorporators: J. S. Crutenden, M. E. McMaster and Wm. H. Goyert.

John Bowlin of Munster, Ill., has built an addition to his elevator on the C. & A. Ry., increasing the capacity to 20,000 bushels. He has also installed a gasoline engine.

O. L. Gray is building a 5,000-bushel addition to his elevator at Watseka, Ill., giving it a capacity of 20,000 bushels. He will also install a new cleaner and two grain dumps.

Dow & King of Pittsfield, Ill., write that they are building a new 75,000-bushel elevator at Pittsfield and contemplate erecting several smaller ones at outside stations.

S. S. Kerr has sold his elevator and grain business at Shawneetown, Ill., to Mr. Hoit of Danville and will move to Nashville, Tenn., where he will engage in the same business.

The Northwestern Elevator & Grain Co. is planning to enlarge and improve its elevator at Hahneman, near Sterling, Ill., and the grain is all being shipped out to Peoria and Chicago.

J. N. Hairgrove and Ed Barr of Virnden have purchased of the Carlinville Coal Co. of Carlinville, Ill., the elevator recently purchased from the St. Louis Milling Co., and will install a new engine.

Grant Swearingen of Champaign and I. N. Walker of St. Joseph have bought for \$10,000 the elevator owned by Coon Bros. at St. Joseph, Ill. Coon Bros. will enter the rice business at some point in Texas.

Jacob Zorger, a prominent grain buyer of Clinton, Ill., proposes to give \$10,000 toward the establishment of a hospital in the city. He will give \$5,000 for the building fund and the remainder to endow it.

Geo. W. Brainard and F. W. Anderson have interchanged business at Donavan, Ill., Mr. Brainard taking the place of buyer for L. T. Hutchins & Co., and Mr. Anderson going into the merchandise business.

The R. F. Cummings Grain Co. has been incorporated at Clifton, Ill., with \$9,999 capital stock to deal in grain and

merchandise. Incorporators: Robert F. Cummings, William Nash and William H. Van Sant.

J. M. Shively, Cerro Gordo, Ill., May 20: Had big rain; crops look fine; corn a splendid stand; considerable grain moved the last few days; it is well cleaned up; farmers expecting higher prices for corn in their hands.

J. E. Hawthorne, who has bought H. J. Hasenwinkle's elevator at Holder, Ill., contemplates buying at another station, and will conduct the business at both stations from Bloomington, which will be his home after June 1.

Jeter & Boston will erect an entirely new elevator at Yorkville, Ill., which will be equipped with all the modern improvements. Work will begin about June 1, and the plant will be completed in time for the autumn crops.

G. H. Warren, whose elevator was demolished by a cyclone a year ago, has bought the elevator at Middletown, Ill., of Z. W. Graff. Mr. Graff will spend the summer in Colorado or California for the benefit of his wife's health.

A future helper for Bert Ricketts, who is employed by Morrison & Grindley in their elevator at Savoy, Ill., entered his home at Fisher in the shape of a ten-pound boy. His brother Clifford filled the proud father's place at the elevator.

The Kauffman Milling Co. has purchased three steel elevator tanks, having a capacity of 85,000 bushels, which were formerly used by the St. Louis Milling Co. at Carlinville, Ill., and will use them in the erection of a 500-barrel mill at some other point.

S. B. Dugger has purchased the elevator at Womac, Ill., of C. W. Switzer for \$1,500. Mr. Switzer has been in the grain business for a number of years and still retains his interests at Atwater. He bought the elevator at Womac about a year ago for \$600.

W. A. Rosenberger, grain buyer at Papineau, Ill., has filed a petition of bankruptcy. His liabilities are estimated as from \$1,500 to \$2,500. His failure is said to be largely due to speculation and he declares he will not rest until all is paid.

H. J. Hasenwinkle of Holder, Ill., writes: I sold my elevator on May 17 to J. E. Hawthorne of Cooksville, Ill., who will take my plant at once, so do not insert my ad. again. I must say that the one ad. in the Journal brought me many answers.

O. A. Means & Co. of Anchor, Ill., have bought for \$16,000 the 70,000-bushel elevator, recently purchased of J. E. Hawthorne by U. M. Holmes at Cooksville, Ill. Amos Means will conduct the business at Cooksville and they will have a manager at Anchor.

William F. Banta of Ridgefarm, Ill., is negotiating with A. H. Nordyke & Co. for the site of the corn mill recently burned at Newport, Ind., and if he is successful in closing a deal, will erect a large grain elevator there. He now owns elevators at Ridgefarm, Ill., and Silverwood, Ind.

Geo. A. Starz, Lake Fork, Ill., May 21: Corn coming up in fine shape; not suffering for rain yet; oats need rain very badly, not growing much and turning yellow; winter wheat looking well; weather very warm the last few days with prospects of rain; planting about finished in this district.

W. A. Reno, superintendent of building and construction for the Brinson-Judd Grain Co. at Monett, Mo., writes that he has completed plans and specifications for a line of elevators for the

Nansen Commission Co. of St. Louis, to be built on the I. C. R. R. in Illinois. Work has been begun on some of the houses.

The Chicago, Milwaukee & St. Paul railroad has nearly completed a 120,000-bushel elevator at Kirkland, Ill. It will be used for storage of feed for the many sheep annually shipped from Kirkland, and is equipped with a 28-h. p. engine and other necessary machinery. John MacQueen of MacQueen & Keene has leased it for five years.

The Delavan Farmers Grain Co., which was recently formed at Delavan, Ill., purposes building an elevator as soon as a site can be obtained on one of the railroads. Some of the farmers are just learning that the profits of the grain business are not exorbitant, and may withdraw their support, in which event the elevator may not be built.

Will E. Foster has bought the mill of his brother H. L. Foster at Hindsboro, Ill., who will take the available timbers for lumber for a new elevator in connection with which he will run a grist mill. The mill is an old land mark, having been built some 30 years ago. H. L. Foster will retain his lumber, coal and flour business.

The new building which will be the home of the Decatur Merchants' Exchange is nearing completion, and the contractors promise that quarters will be ready for occupancy by the date set for the next annual meeting of the Illinois Grain Dealers Association in this city. The members of the Exchange hope to be "at home" to their friends in their new quarters during the coming session.

J. F. Benson, grain dealer at Colfax, Ill., and L. S. Bradford, a farmer who has been interested in the business with him, have confessed judgment on notes aggregating about \$5,500, and their elevator has been taken by the creditors. John Langstaff of Lexington, who at one time was the backer of the firm, states that all creditors will be paid in full.

About midnight on the night of May 14, a 150,000-bushel elevator containing 20,000 bushels of grain, valued at \$15,000 and owned by Smith, Hippen & Co., at Pekin, Ill., was burned. Total loss, about \$50,000; insurance, \$41,000. The company had just completed a steamboat, valued at \$6,000, and this was scorched. The Younglove & Boggess Co. is arranging to rebuild the plant.

The list of regular grain dealers of Illinois being compiled by the Illinois Grain Dealers Association will be put on the press June 5. Regular dealers who want their firm names properly listed should write A. W. Lloyd, Decatur, Ill., immediately and give him the stations at which they operate, also the names of all firms regularly engaged in the grain business at each station.

An elevator and all its contents at Hull, Ill., were destroyed by fire May 11. The building was owned by Knollenberg & Waverling, but rented and operated by Barney Miller. The roof of the plant was of sheet metal and the walls of brick, and the flames were held within the building till the contents were all burned and the walls caved in. Mr. Miller had canceled his insurance a few days before and his loss is heavy. Loss on building, \$8,000, with \$4,500 insurance.

D. S. Shellabarger, for 40 years actively engaged in the grain and milling business at Decatur, Ill., has practically retired, with the absorption of the Shellabarger Mill & Elevator Co. into the American Hominy Co. Mr. Shellabarger had often looked forward to the time when he could retire from active business, but now that the time is here he is not positive that that is what he wants to do. He fears that he cannot content himself unless he has some business affairs to engage his attention.

R. C. Grier, secretary of the Peoria board of trade, reports that the receipts at Peoria, Ill., for April included 91,800 bushels of wheat, 1,007,000 bushels of corn, 1,051,400 bushels of oats, 14,000 bushels of rye, 86,400 bushels of barley, 1,010 tons of mill feed, no broomcorn and 1,812 tons of hay; compared with 35,200 bushels of wheat, 1,277,700 bushels of corn, 1,192,100 bushels of oats, 4,300 bushels of rye, 140,000 bushels of barley, 2,725 tons of mill feed, 15,000 pounds of broomcorn and 1,730 tons of hay received during the corresponding month of 1901. Shipments during April included 60,650 bushels of wheat, 108,200 bushels of corn, 989,687 bushels of oats, 1,400 bushels of rye, 45,600 bushels of barley, 6,295 tons of mill feed, 16,000 pounds of broomcorn and 540 tons of hay; compared with 24,185 bushels of wheat, 138,100 bushels of corn, 1,084,950 bushels of oats, 1,400 bushels of rye, 96,200 bushels of barley, 7,385 tons of mill feed, no broomcorn and 90 tons of hay shipped during the corresponding time in 1901.

PROGRAM OF ILLINOIS MEETING.

H. C. Mowry secretary, has given out the following program of the annual meeting of the Illinois Grain Dealers Association, to be held at Decatur, June 10 and 11:

#### TUESDAY, JUNE 10, 1902.

10:30 a. m.—Call to order. Invocation. Remarks by President Costello.

11 a. m.—Reading of records of last annual meeting by secretary. Appointment of committees.

Adjourn for dinner.

1 p. m. (Sharp).—Report of treasurer. Report of secretary. Report of traveling representative. Report of finance committee. Report of executive committee. Report of arbitration committee.

2 p. m.—Election of officers. Miscellaneous business.

"The Benefits of Affiliation with the National Association," by J. B. Sampson of Indiana.

Remarks by Geo. A. Wells of Des Moines, Ia. Paper by A. H. Bewsher of Omaha, Neb.

Remarks by President L. Cortelyou of Muscotah, Kan.

6 p. m.—Adjourn.

6:30 p. m.—Meet for banquet in Turner Hall.

#### WEDNESDAY, JUNE 11, 1902.

10 a. m.—Installation of new officers. Remarks by officers.

Remarks by Secretary Stone of Chicago.

Addresses by prominent grain men.

12 m.—Adjourn for dinner.

2 p. m.—Meet to finish miscellaneous business. Receive the reports of committee on resolutions. Appointment by the president of all standing committees.

#### INDIANA.

D. L. Place at Walkerton, Ind., is a farmer and has no facilities.

Regular dealers of Indiana will meet at the Hoosier capital June 25.

The Whitmer Grain Co. is building a 12,000-bushel elevator at Grabill, Ind.

S. S. Bosserman expects to build a 15,000 to 20,000-bushel elevator at LaPorte, Ind.

The Princeton Elevator Co. has let the contract for a large elevator to be erected at Francisco, Ind.

Brown & Riley of Rushville, Ind., have bot the grain business of G. G. Mauzy at that point and Sexton.

L. B. Swem has succeeded Chas. F. Walter in the grain business at Jackson, Ind., Mr. Walter having retired.

Price & Murphy have bot the grain business of C. G. Clark at Farmerton, Ind., thereby becoming regular dealers.

Wilson & Boyd have given the contract to the Reliance Mfg. Co. for a 30,000-bushel plant at Russellville, Ind.

The Reliance Mfg. Co. has the contract for a 25,000-bushel elevator for Studebaker-Sale & Co. at Van Buren, Ind.

Lizenby & Blasser are building a 20,000-bushel house at Denham, Ind., for which the Reliance Mfg. Co. has the contract.

L. Linkenhelt of Plymouth, Ind., has moved his old elevator thru town, close to his other elevator for the sake of the storage.

The Francisco Milling Co. of Francisco, Ind., has arranged with the Reliance Mfg. Co. for plans for a 20,000-bushel plant.

Arrange to attend the midsummer meeting of the Indiana Grain Dealers Association at Indianapolis, June 25, and join the association.

Mr. Moore, grain merchant at Letts, Ind., has traded his farm with T. W. Robinson for a warehouse and grain business at Westport, Ind.

Root & Green of Milroy, Ind., are remodeling their plant at Sandusky, Ind., and the Reliance Mfg. Co. are furnishing plans and machinery.

Michael Price, who has been in the grain business for 40 years and built up a large trade, died recently at Crawfordsville, Ind., aged 82 years.

Loring & Webber have bot the elevator on the Lake Shore & M. S. at LaPorte, Ind., and charge the other dealers 1 cent a bushel for handling.

Reliance Mfg. Co. of Indianapolis, Ind., have placed an order with the B. S. Constant Co. of Bloomington, Ill., for four patent chain grain feeders to be used in Indiana.

The plans and machinery for Wm. Nading's new 45,000-bushel elevator at Lewis Creek, Ind., to replace the one destroyed by fire, are being furnished by the Reliance Mfg. Co.

The state association is growing rapidly and by the time of the midsummer meeting will have 400 members. If not already one of Indiana's 400, better hurry up and get in the band wagon.

M. M. Kennedy has bought a half interest in the elevator recently purchased by his brother, P. J. Kennedy, at Templeton, Ind., and the business will be conducted under the name of Kennedy Bros.

Anthony Bros., whose elevator at Markle, Ind., was destroyed some time ago, will rebuild. The new plant will be twice as large as the old one, have three stands of elevators, two dumps and two cleaners.

Risser & Anderson, Oxford, Ind., write: The Grain Dealers Journal is a regular bi-monthly visitor and we would feel very lonesome without it, besides the valuable information we get from each number.

J. W. Victor, manager for Wm. Nading, Lewis Creek, Ind., May 8: Wheat

in better condition now than for years at this season; prospects for a large yield; oats in good condition, large acreage of corn being planted.

J. W. Chambers has purchased the elevator at Auburn, Ind., of P. S. Bishop and business will be conducted under the name of the J. W. Chambers Grain Co. C. S. Maxwell, formerly of Clyde, Mo., has been placed in charge.

A. Miller of Griffith & Miller, Nortonburg, Ind., May 16: Wheat looks better than last year; corn nearly all planted but will have to be planted over on account of cut worms; clover looks fine. Not much corn or wheat in farmers' hands.

Jacob Branstetter, foreman at Unger's elevator at Russiaville, Ind., will probably be a dumb man in the future. He was at work making repairs on the elevator when he was struck on the lower jaw by a piece of timber and his tongue was almost severed by his teeth.

The Blish Milling Co. of Seymour, Ind., will build a large addition to its elevators. The new part will be larger and higher than the old and will be thoroughly equipped with machinery, which will include new hoisting apparatus and steam shovels. A large scale, capable of weighing cars of 10,000 pounds' capacity, will also be installed.

E. A. Grubbs Grain Co., Cambridge City, Ind., May 21: Recent rains through this section have greatly improved wheat and oats; prospect for good average yield of wheat, although acre is less than previous years; practically no old wheat left and millers are having much difficulty in securing enough for their local demands; corn is starting nicely with prospects for a good stand and large crop.

A large grain elevator at Milford Junction, Ind., owned by James Neff and operated by William Whetton and Thomas Clayton, was completely destroyed by fire Apr. 29. About 9,000 bushels of wheat and between 1,000 and 3,000 bushels of corn was burned. Total loss between \$10,000 and \$14,000. Whetton and Clayton lost \$3,500 over their \$4,000 insurance. No insurance on building, which, however, will be rebuilt at once.

E. L. Carroll is building a 15,000-bushel elevator, the capacity of which afterward will be increased to 30,000 bushels, at Curryville, Ind. The building is 40 by 32 feet and 66½ feet high, and will be equipped with a wheat separator, with 700 bushels per hour capacity, two dumps, one for ear corn and one for small grain, and a sheller. There will be five stands of elevators, two with a carrying capacity of 2,544 bushels per hour, two with 1,500 bushels' capacity and the other of less. Power is furnished by a 25-h. p. gasoline engine.

Two elevators at Lafayette, Ind., were burned May 10. One was owned and operated by the Samuel Born Co. and is its second loss, as it lost its elevator at Altamont recently. Loss on building, \$23,000; on grain, \$6,000; insurance, on building, \$6,000; on grain, \$5,000. The other was owned by Seneca Ball and operated by J. B. Thompson, and was one of the oldest buildings in the place, having been erected in the 50's. Loss, on building, \$15,000; on grain, \$2,500; insurance, \$3,000 on building and \$1,500 on grain. The fire started in the cupola of the Born Co.'s elevator from a hot box.

#### INDIANA LETTER.

J. C. Goodwin of Waterloo has sold his flour mill to George Huber.

Liggett & Mills of Columbia City will build an annex to their mill for elevator purposes this summer.

Churubusco dealers: Oats looking nice; 75 per cent of a wheat crop; large corn acreage; clover nice; warm and showery.

Liggett & Mills, Columbia City, May 19: About 80 per cent of a crop of wheat; lots of corn and oats planted; clover good.

Noble and DeKalb county dealers report about 60 per cent of an average wheat crop; clover nice, with excellent promises; large acreage of corn and oats; warm and showery, which is a great benefit to pastures, wheat and oats.—C. A. B.

#### IOWA.

W. F. Orr of Woden, Ia., has moved to Traer, Ia.

Ira P. DeCook is the only dealer at Leighton, Ia.

E. S. Yeisley has had his elevator at Chelsea, Ia., reshingled.

The Way-Johnson-Lee Co. has succeeded Jas. Murray at Rockford, Ia.

Ringgenberg & Glasnapp have succeeded S. R. Ringgenberg at Lytton, Ia.

The Northern Grain Co. will erect an addition to its elevator at Lake Mills, Ia.

W. C. Addleman has bought the elevator of T. A. Evans at West Liberty, Ia.

The Way-Johnson-Lee Co. is building a 20 by 40-foot elevator, 50 feet high at Goodell, Ia.

The Jackson Grain Co. has succeeded I. E. Jackson and Miner Co. at Cedar Rapids, Ia.

Mr. Gingery, the purchaser of B. F. Orr's elevator at Woden, Ia., has moved to that place.

The National Oatmeal Co. has been incorporated at Davenport, Ia., with \$100,000 capital stock.

Turner Bros. have employed Ed. Swanson to operate their elevator at Stanton, Ia., for the present.

The Des Moines Elevator Co. is replacing its old elevator at Gillmore City, Ia., with a new one.

E. A. Brown has succeeded Milmine, Bodman & Co. at Boxholm, Lanyon and Frazier Junction, Ia.

D. M. Riggs will continue the business formerly conducted by John Kirkpatrick and himself at Lone Tree, Ia.

E. Rassie has come from Nebraska to superintend the new elevator at Chelsea, Ia., and his family will soon follow.

The elevator now in process of construction by the Northern Elevator Co. at Colo, Ia., will cost about \$10,000.

The Atlas Elevator Co. will rebuild the elevator bought recently from the Kansas City Elevator at Perkins, Ia.

The Wells & Hord Grain Co. has succeeded the Alton Mill Co. at Sioux Rapids and F. J. Stanek at Chelsea, Ia.

C. E. Smith, a member of the Iowa Association, is the successor of H. H. Smith & Son at Boxholm and Lanyon, Ia.

Kruse & Dunn of Swea City, Ia., write that Oleson & Co. will put in a new dump and leg in their plant at that place.

The Wells & Hord Grain Co. has nearly completed its elevator at Clarence, Ia. Another one is under way at Grand Mound.

The Northern Grain Co. is erecting an annex to its elevator at Garwin, Ia., Garwin, Ia., which will be used as a warehouse.

John Burke, grain dealer at Riceville, Ia., has embarked in the hotel business and is building an up-to-date hotel to cost \$10,000.

The smoke stack to Hopp Bros.' elevator at Hillsdale, Ia., was blown over and broken to pieces during a wind storm some time ago.

A. S. Evans of Early, Jos. Whyte of Blencoe, L. E. Noyes of Mondamin and Repin & Diven of Sloan are on the Iowa list of scoopers.

Jim Shellhorn is now employed by the Northern Grain Company in the elevator near Clutier, Ia., and will make his residence at that place.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association, issued a crop report May 10, made up of an average of the replies returned by members.

W. R. Taylor of Alden, Ia., was in Chicago recently looking for a gasoline engine. He will add a dump and a sheller and make other improvements.

Ole Oleson and J. N. Wheeler have purchased Wheeler Bros.' elevator at Germania, Ia., and will conduct the business under the name of Oleson & Co.

The Farmers' Co-operative Association at Rockwell and Cameron and the Farmers Elevator Co. at Freeman and Kennett, Ia., are not among recognized dealers.

The T. G. White Cereal Co. of Marion, Ia., has bot the linseed oil mill at Cedar Rapids, of the American Linseed Co., and will use it in the manufacture of wheat flakes.

Moore Bros. & Felthous are making improvements in the interior of their elevator at Chapin, Ia., doubling their capacity and adding to their facilities in other ways.

An elevator at North Farley, Ia., containing a small amount of grain and owned by E. Pankhurst was completely destroyed by fire May 15. Loss, \$1,400; insurance, \$500.

Nylander Bros. & Shadle, Ogden, Ia., May 12: Excellent crop prospects; small grain never better; somewhat cool for corn, which is not planted yet; ground in fine condition.

The Farmers Elevator Co. has been organized at Badger, Ia., with \$10,000 capital stock. President, A. M. Houge; vice-president, E. R. Friesth; treasurer, H. P. Hanson; secretary, Charles Arent.

The Wells Elevator Co. is tearing down the elevator recently purchased of J. M. Wulf at Grand Mound, Ia., and will replace it with a new one. The one which is being torn down was built in 1866.

W. H. Stipp, who some time ago sold his grain business at State Centre, Ia., to the Well & Hord Grain Co., has given over his interests and the company has taken possession, with Owen Harty as manager.

W. P. Devereaux & Co. of Minneapolis have let the contract to Honstain, Bird & Co. for the construction of a 20,000-bushel house at Rodman, Iowa. It will be modern in equipment and cost about \$3,000.

Honstain Bird & Co. have the contract for a 25,000-bushel elevator to be constructed by the Diamond Elevator Co. of Des Moines at Fernold, Iowa. It will have an 8 horse power Otto engine, 300 ton Fairbanks scale and Gerber spouts. Cost, \$4,000.

The elevator belonging to Skewis, Moen & Co. at Cornell, Ia., was completely wrecked by the tornado May 2. C. W. Jones is manager at this place and also at Sioux Rapids, Ia., where the company

has completed a new elevator and where he will reside.

Burk Bros., Vinton, Ia., May 10: Oat crop in fair condition, has been injured some by dry weather and sand storms; corn planting well along; but weather too cold for corn to come up well; pastures and meadows looking good; very little grain to be moved at this point.

W. S. Kaufman & Co. of Perkins, Ia., write that I. Van Whye will this year operate his own elevator at Perkins, which last year was leased to Kaufman & Co. The latter have purchased Perkins Bros.' elevator, which will be managed by W. G. Anderson, formerly employed by the Northwestern Elevator Co.

The Tri-State Elevator Co. of Minneapolis is contemplating heavy building operations in Iowa this year. Among the projected improvements are the following: Allison, will tear down old elevator and construct new storage house with gasoline engine and capacity of 40,000; Sumner, will construct 35,000-bushel house with gasoline engine; Dumont, will build 25,000-bushel gasoline engine house; Devon, will build 22,000-bushel annex; Aurora will construct 20,000-bushel annex; Lowther, will build 25,000-bushel annex, with gasoline engine; Riceville, will build 28,000-bushel annex; Bailey, 35,000 bushel annex. Figures on this work have already been received, but the contracts are not yet placed.

### KANSAS.

B. F. Hahn has purchased the elevator of A. B. Pennock at Concordia, Kan.

Mr. Bowers of Holton, Kan., may build an elevator at Drake Station this summer.

Geo. W. Stober is building a 10,000-bushel elevator at Morland, Kan., to replace the one burned some time ago.

A. B. Pennock, Concordia, Kan., May 12: Very dry here; very little show for wheat; bread and seed is about all we can expect.

Mr. Imboden has bought for \$2,500 the elevator at Colwich, Kan., formerly operated by Wm. Bateman. J. S. Knoblauch will be retained as manager.

J. Berns & Son have succeeded Henry Stephens in the elevator and feed business at Peabody, Kan. Mr. Stephens contemplates settling in Missouri.

An elevator which will be capable of handling 50,000 bushels of grain daily will be erected at Plainville, Kan., in connection with the Plainville mill.

A. V. Kennedy, Nashville, Kan., May 19: Wheat crop will be short but will have some; it is heading out and the abundance of rain the last week assures ten bushels per acre.

The Farmers Co-operative Association of Pawnee county, Kan., has been formed among the farmers for the purpose of fighting the regular dealers, and is erecting a large grain elevator at Rozel, near Larned.

The Blair Mill Co. of Atchison, Kan., has given the contract to the Nordyke & Marmon Co. for the machinery for its new 600-barrel mill. The company will manufacture flaked hominy, brewers' meal and corn flour.

Chas. W. Smith, Almena, Kan., May 8: Had one inch of rain; wheat and rye look fine; spring wheat, oats and barley look good; corn planting in full blast; some corn coming up; weather fine; grass growing nicely.

W. E. Clark, Sawyer, Kan., May 20: Have had abundance of rain within the past week; am convinced that our crop

of wheat will be fully 60 per cent of last year's and probably a little more—some say as high as 65 to 70 per cent.

Attorney-General Godard of Kansas has given it as his opinion that the state board of railroad commissioners has no right to compel railroads to give sites on their rights of way to persons or private corporations for grain elevators.

The Farmers Co-operative Grain and Live Stock Association of Kansas is criticizing the work of State Secretary James Butler, who is not popular with the officers of the local. He has been "taken to task for writing in the Farmers' Advocate that the local association had not been paying any higher prices than combine agents."

The meeting called at Salina, May 7, to consider the proposition of reorganizing the Kansas Farmers Co-operative Grain and Live Stock Association was adjourned to meet at Hutchinson, June 4. According to the Salina Union "The present state organization has failed to prove satisfactory in the wheat-growing belt thru its inability to handle grain promptly and effectively. For this reason representatives of ten out of eighty of the independent elevator companies of the state met in Salina yesterday and adopted resolutions favoring a change in the state organization as well as a change in its location."

### MICHIGAN.

H. W. Carey & Co. are planning some improvements on their elevator at Bad Axe, Mich.

The Isbell Elevator Co. of Jackson, Mich., has leased the McCloy Elevator at Munith for a year.

A. Frutchey & Sons will succeed to the business of the elevator firm of Frutchey, McGeorge & Co., at Cass City, Mich.

The Standard Pure Food Co. has been organized at Battle Creek, Mich., by Wm. H. Brace of Detroit and others. Capital, \$1,000,000.

Crawford & Hopkins of N. E. Breckenridge, Mich., are tearing out the old bins in their elevator and remodeling the whole interior. They will put in several new bins.

Watson & Frost will equip their new elevator at Grand Rapids, Mich., with machinery for the manufacture of buckwheat flour, the genuine article with no adulterations.

When will Michigan grain dealers get together and work together for advancement of their common trade interests? The only grain state of importance without a grain dealers association.

The North Branch Grain Co. of North Branch, Mich., will make various changes in its plant which will considerably increase the capacity. The large hay barn will be moved and placed upon a stone foundation near the railroad where it will be used as a storage house for potatoes. The feed mill will be remodeled and machinery installed for the picking and cleaning of beans.

Farmers' deliveries of wheat during the nine months ending May 1 are reported by Fred M. Warner, secretary of state, as 2,780,000 bushels, compared with 3,303,000 bushels marketed at Michigan elevators and mills during the corresponding nine months a year ago. The condition of wheat May 1 was 82 per cent, and the area plowed up because winter killed, 5 per cent.

The Detroit Elevator Co., which already owns several elevators throughout the state, has decided after two years' business at Standish, Mich., to erect an

elevator at that place. The main building will be 24 by 40 feet, 30 feet high with a store house 24 by 54 feet, 16 feet high. The elevator will be thoroughly equipped for elevating and storing grain and power will be furnished by a gasoline engine.

### MICHIGAN LETTER.

The Kalamazoo Food Co. has increased its capital from \$22,000 to \$27,000.

F. J. Woodruff of Grand Rapids has sold his grain and feed store to D. Ves, who will continue the business.

Aron Buschleu of Linkville, Mich., has sold his elevator and general merchandise stock to John G. Regenscheid of the same place.

The Diamond Match Co. has prepared 300 acres in the vicinity of Ontonagon, Mich., for cultivation. The principal crops will be oats and peas.

L. H. Cogswell of Green Oak, Mich., has sold his elevator business to J. D. McLaren & Co., of Plymouth, who also has elevators at Plymouth, South Lyon and Novi, Mich.

The Barry Bros. have purchased new dockage site of Hackley & Hume at Muskegon and will put about \$10,000 into improvements. A freight warehouse 250 by 50 feet will be built this summer.

The movement of grain throughout the state is very light. Millers are hard pressed for wheat and farmers are too busy with their spring work to come in with grain. The average price is about 82 cents.

Coulter & Higley, grain dealers at Cassopolis, Mich., have dissolved partnership, O. G. Higley selling out to W. H. Coulter, who has formed a copartnership with Jas. Johnson, and the business will be continued under the firm name of Coulter & Johnston.

The heavy snow storm in May that has visited Michigan for the past twenty years raged throughout the state on Saturday, the tenth, and strange to say the fruit suffered no serious harm, for temperature did not reach the freezing point, and from different places the depth was reported from four to six inches.

The Michigan Central is about to assume control of the Three I railroad from Benton Harbor to South Bend. This will give the Michigan Central all of the freight and passenger transferred from the Three I, which has until now been divided between the Pere Marquette and the Big Four & M. B. H. & C. Thus the Michigan Central gets the Michigan end of the Three I, and the Lake Shore the main line west from South Bend.—W. S. R.

### MINNESOTA.

C. W. Gillman is planning to build an elevator at Storden, Minn.

Material is on the ground for a new elevator at Worthington, Minn.

Memberships in the Minneapolis Chamber of Commerce are selling at \$4,000.

J. Mullaney has secured a site for a 20,000-bushel elevator at Clear Lake, Minn.

The Washburn-Crosby Mill at Minneapolis, Minn., has begun grinding Canadian wheat in bond.

C. W. Erkel of Minneapolis has bought the flour mill of Jos. Smith at Breckenridge, Minn.

The Minnesota Elevator Co. has gone into the lumber and coal business at Butterfield, Minn.

A. D. Sprague of Caledonia, Minn., has increased his storage capacity to 100,000 bushels by buying the McMichael Elevator at that place.

W. W. Fletcher of Pipestone is contemplating the building of an elevator at Cazenovia, Minn.

At Ebner, Minn., an 8,000-bushel elevator will be built in connection with the mill, which will also be enlarged.

Minneapolis parties who have recently purchased the Hagemann elevator at Lester Prairie, Minn., are making various improvements.

Chas. Hunkins of Breckenridge, Minn., writes that Andrews & Gage are remodeling their plant and installing a 5-h. p. gasoline engine.

John Price has succeeded Leo Altermatt as president of the Farmers Elevator Co. at Wabasso, Minn., Mr. Altermatt having resigned.

T. J. O'Brien and James Campbell are now the owners of the elevator at Dundas, Minn., recently owned by the Sheffield Milling Co.

The Bay State Milling Co. closed its plant at Winona, Minn., recently for repairs. The unloading capacity of the elevator was also increased.

P. B. Smith of Minneapolis, Minn., manager of the St. Anthony & Dakota Elevator Co., was married May 20, to Mrs. Marie Dewey Grahame of Fargo, S. D.

Peter O. Peterson, who was employed as grain salesman by Randall, Dee & Co., at Minneapolis, Minn., was run over by a freight engine May 20, and instantly killed.

The Minneapolis Chamber of Commerce has filed its objection with the government against the proposed consolidation of the bureau of weather and statistics.

The Northern Linseed Oil Co. of Minneapolis, Minn., is enlarging its mill proper and erecting a new flaxseed tank, thus increasing the capacity of the plant to ten presses.

The elevator at Planks Crossing, Minn., which has been unoccupied for some time, was burned April 25. The fire is supposed to have been started by a spark from a railway engine.

Under "Letters from the Trade" in another column, appears a communication from the Minnesota State Weighmaster showing the vigorous methods which have been adopted to stop stealing of grain from cars.

Minneapolis grain men are dissatisfied with the grain inspection, and have petitioned the state warehouse commission for a hearing at which to state their grievances and make suggestions which may result in the recasting of nearly all the rules for grading.

The farmer stockholders of the Independent Grain Co., at Minneota, Minn., have had their little lesson. Shares for which they paid \$10, and stood an assessment of \$10, have returned them on the liquidation of the unfortunate concern only \$3.02 for each \$20 put in.

J. P. Anderson of Butterfield, Minn., writes that Benson Bros. of Heron Lake have purchased the 10,000-bushel elevator at Butterfield, formerly operated by Rempel & Schroeder, who will discontinue business, and that the Farmers Elevator Co. will build coal sheds and corn cribs.

The Spencer Grain Co. of Minneapolis, Minn., has purchased sixteen country elevators along the Hastings & Dakota division of the Milwaukee road formerly controlled by S. Strong & Co., and also several other properties on the Fargo & Southern division and the Breckenridge division of the Great Northern, which were owned by the Citizens Elevator Co.

John R. Marfield of Winona, Minn., has purchased the interests of Brooks

Bros. in the grain commission firm of Brooks-Griffiths Co. of Minneapolis, Minn. The Marfield-Griffiths Co. has a capital of \$150,000 and will have offices in the Chamber of Commerce building. Brooks Bros. withdrew on account of their growing lumber interests. They still retain their interests in various elevators.

The Western Elevator Co. has been formed at Winona, Minn., to purchase the other elevator companies having headquarters at that place. Officers: Chas. Horton, president; W. B. Parsons, first vice president and manager of the wheat department; W. P. Tearse, second vice president; R. E. Tearse, treasurer, and manager of the coarse grain department; E. D. Dyar, secretary, and manager of the terminal elevator and barley and seeds department. Coal yards will be opened at country stations and at Winona, under the management of C. M. Morse.

#### MINNESOTA LETTER.

The Northwestern elevator at Marshall, Minn., will be remodeled and improved.

The elevator at Sargeant, Minn., has recently been sold to Mr. Markham of Waltham.

The Monarch Elevator Co. will shortly make improvements in its house at Brainerd, Minn.

Herman W. Steffen of Pipestone, Minn., is about to erect an elevator in that section of the state. He was formerly agent for the Northwestern Elevator Co. at that point.

The elevator owned by Peavey & Co., at Delhi, Minn., was entirely destroyed by fire last week. The loss will amount to about \$4,000, but was well covered by insurance.

The Farmers and Merchants Elevator Co. of Stephen, Minn., has filed articles of incorporation with the secretary of state. The capital is \$3,500 and seventeen incorporators are named in the record.

The Farmers Elevator Co. of Brown-ton held a meeting recently for the purpose of considering the advisability of erecting a large storage house. Stock to the amount of about \$2,000 was taken and it is proposed to erect the building at once. Negotiations for a site are now pending.

S. H. Tromanhauser, elevator builder in this city, has recently secured contracts for three 20,000-bushel houses to be erected at Milroy, Lucan and Dudley, Minn., for the Sleepy Eye Milling Co. of Sleepy Eye, Minn. He also has the contract for a 25,000-bushel house for the company at Sleepy Eye.

W. S. Cleveland has secured the contract for a feed and wheat elevator to be built in Minneapolis by the Brooks Elevator Co. to replace that destroyed by fire some weeks ago. The building will be capable of holding in storage 125,000 bushels of grain and an annex, constructed in connection, will be 47x200 and will be used for the storage of feed. Electric power will be used and there will be four stands of elevators all driven by separate rope drives. The building is to be completed by Aug. 1 and will cost about \$35,000.—B. A. P.

#### MISSOURI.

Forrester Bros. have discontinued business at St. Louis, Mo.

Memberships in the St. Louis Merchants Exchange are selling at \$350.

J. T. McRuer is interested in the erection of an elevator at Parkville, Mo.

The Kimball-Fowler Cereal Co., which recently was incorporated at Kansas City, Mo., will succeed the Geo. I. Kimball

Grain Co. in the corn and feed grinding business.

The Parkville Milling Co. is just completing a warehouse 50x50 feet, adjoining the mill, for flour storage, at Parkville, Mo.

Bruce & George have moved their new 70-barrel mill from Winston, Mo., to Dearborn and will soon have it in operation there.

Baggarly & Riederer, Slater, Mo., has purchased a Constant Chain Feeder, which they will place in the elevator dump to convey to sheller and boot.

William Ollis, who for seventeen years has been in the grain business at Kansas City, Mo., died May 13, of tuberculosis. He lived at Bloomington, Ill., for many years.

S. F. Wilson, secretary of the Parkville Milling Co., Parkville, Mo., May 20: Recent rains have improved condition of wheat and prospects are good for a fine yield.

D. F. Piazek, president of the Kemper Grain Co. of Kansas City, Mo., was recently married to Miss Caroline Cook, whose father, O. T. Cook, is superintendent of the Kaw Elevator.

A. C. Patterson, superintendent for the Brinson-Judd Grain Co. at Monett, Mo., has tendered his resignation and will move to Vinita, I. T., where he will embark in the lumber business.

The Brinson-Judd Grain Co. of St. Louis is erecting modern 10,000-bushel elevators at Altamont, Kan., and Wentworth, Mo. Both houses have New Era Gasoline Engines and are up-to-date in every respect.

A grade of standard oats is wanted by the St. Louis Merchants Exchange, the grain committee having requested the Missouri State Board of Railroad and Warehouse Commissioners to establish a grade corresponding to the new one made by the Illinois Commission.

The Michigan Cereal Co. has been incorporated at St. Louis, Mo., with a capital stock of \$150,000, to manufacture a food product of whole wheat. B. L. Hoge, president; O. D. Kester, vice president; M. L. Heard, secretary. The company has begun operation.

Fire was discovered in the four-story brick building occupied by the Michigan Cereal Co. at St. Louis, Mo., on the morning of May 17. The alarm was promptly given and though the fire was confined to the one building it caused a loss of nearly \$5,000; \$2,000 on stock and \$3,000 on the building.

Geo. B. Ellis, secretary of the Missouri state board of agriculture, reports the condition of wheat May 6 as 90 per cent, corn, 90; oats, 79, and flax, 10. The acreage of corn is a little more than last year, of oats 95 per cent, and of flax 86 per cent. Of the wheat area 2½ per cent will be plowed up.

A. H. Buschman of the Buschman-Mueller Commission Co. of St. Louis, Mo., was married May 22 to Miss Alvina Rehbein of St. Louis. After a short wedding trip Mr. and Mrs. Buschman will be at home to their many friends at 4718 Eighth Blvd. Mr. Buschman's many friends in the trade wish him unlimited joy.

W. A. Reno, Monett, Mo., May 8: Throughout the southwest part of Missouri, eastern Kansas and eastern Oklahoma and Indian Territory, I find best prospects for wheat crop we have had for several years; wheat now heading, moisture enough to make crop without another drop of rain; oats and corn in good condition.

The Brinson-Judd Grain Co., Hezel Milling Co., Langenberg Bros., Regina Mills and the Sessinghaus Milling Co. have complained to the St. Louis Merchants Exchange that the wheat being delivered out of the Union Elevator was not equal to No. 2 red. A meeting of the grain committee was called, and after a hearing and a critical examination of the wheat the grain was declared not up to the standard. While the Union Elevator has been a regular house under the rules of the Merchants Exchange of St. Louis, the inspection of grain into and out of the building is controlled by the railroad and warehouse commissioners of Illinois. The ordinary remedy when the grain stored in an elevator is out of condition is to declare the house irregular, the warehouse certificates becoming unavailable for delivery on contracts. As St. Louis is none too well supplied with regular elevators the Exchange would prefer not to take such radical action. It is hoped the Illinois commissioners will reverse the grading of the inspector at East St. Louis. The same grain is said to have been shipped from Chicago, where it also was graded No. 2.

### NEBRASKA.

The Morton Grain Co. will improve its elevator at Murray, Neb., this summer.

Brownfield & Co. have been making repairs on their elevator at Cozad, Neb.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

John Torkey, Boelus, Neb., May 9: Plenty of moisture; growing crops looking fine.

Walker & Pitman have remodeled their elevator at Murray, Neb., and put in another leg.

Whiting & Cameron, Bangor, Neb., May 9: Grass forward but too wet for planting and sowing.

R. J. Hoage has resigned his position as manager for the Crowell Lumber & Grain Co., at Scribner, Neb.

The new 20,000-bushel elevator belonging to the Nye & Schneider Co., at Dodge, Neb., is nearing completion.

Whiting & Cameron of Bangor, Neb., write that Hussey & Goldwaite will build an elevator and mill at Milo, Neb.

Willis Pool has purchased a one-half interest in the elevator and lumber yards at Angus, Neb., and now is manager.

M. J. Wagey, Crete, Neb., writes: The Crete Mills are building a large addition to their office and constructing brick vaults.

W. W. Gibbens, who conducts an elevator at Holstein, Neb., was called to Wichita, Kan., recently by the illness of his wife.

J. V. Ainsworth, formerly in the grain trade at Dewitt, Neb., is now in the western part of the state selecting another location.

Wm. Craig has taken charge of the Farmers Elevator at Blue Springs, Neb., and the Omaha Elevator Co. has closed its house until fall.

Col. Hoover, formerly well known as a grain dealer at Blue Hill, Neb., is suffering from erysipelas. His condition is quite serious.

J. W. Hiler, Edgar, Neb., May 10: In Clay, Fillmore, Thayer and Nuckolls counties winter wheat has been damaged somewhat by the drouth.

The Nye & Schneider Co. is replacing the smoke stack on its elevator at Arlington, Neb., with a new one. The old one was damaged by a wind storm recently.

Ray Nye, president of the Nye &

Schneider Co., recently gave a dinner at Fremont, Neb., in honor of the twenty-fifth anniversary of his association with that company.

O. L. Campbell, Upland, Neb., May 20: Have had six inches rain since May 5; no reason why our wheat will not be better than last year with good conditions from now on.

The Ferguson Elevator at Fairfield, Neb., has been undergoing repairs. The engine house has been improved, a new driveway put in, and a gasoline engine will be installed.

The Perry & Bee Co. has been incorporated at Cambridge, Neb., to carry on a general grain, lumber and hardware business. Incorporators: A. V. Perry, E. R. Bee and E. B. Perry.

J. Delaney, Harvard, Neb., who recently sold his line of elevators to Milmine, Bodman & Co., has purchased the Harvard Flour Mills and is conducting a grain business in connection with milling.

Greenleaf & Baker spent some money in repairing their elevator at Sprague, Neb. A new 5-h. p. gasoline engine, new roof and larger dumping pit with stone foundations are some of the improvements.

The Burt Trading Co. has been incorporated at Alliance, Neb., to conduct a general mercantile and trading business in grain, hay, lumber, coal and produce. Incorporators: J. R. Burt, C. C. Barker, and F. M. Broome.

T. B. Hord and Mr. Wells of the Wells & Hord Grain Co. recently took a trip of inspection to the various points where they have business interests. They visited at Schuyler, Neb., where they have recently purchased an elevator.

Mont Robb, Murray, Neb., May 19: Wheat and oats have come out in the last ten days very much; corn planting almost done; farmers say they never saw such a stand of corn, will do to plow in a few days; never had finer prospects for corn at this time of year.

W. N. Spellma, Beatrice, Neb., May 16: Good rains have fallen in Nebraska in the last ten days which improves the condition of winter wheat so that one-half crop is expected in this locality; oats look well but thin; late corn in farmers' hands nominal; planting nearly finished.

E. G. Taylor, Ashton, Neb., May 8: Condition of winter wheat excellent; very little damage done by cut worms and none by dry weather; average about double that of last year; rye also in good condition but damaged considerably by cut worms, especially late sowing; large acreage of rye with present condition for 90 per cent of crop; oats look very poor and will be light crop with most favorable weather; but small acreage; spring wheat decrease over 50 per cent in acreage and present condition about 80 per cent; corn acreage quite large, increase and present prospects good for planting; ground in good shape.

### NEBRASKA LETTER.

Thomas Ostergard & Co., Newman Grove, have recently joined the Nebraska Grain Dealers Association.

The Nebraska-Iowa Grain Co. of Omaha, Neb., operating elevators at Lyman and Sutton, has recently joined the Nebraska Grain Dealers Association.

G. H. Conant, former representative for McReynolds at Omaha and Kansas City, has opened an office in the Board of Trade building, Omaha, in the interest of Cross & Fort.

David Guthrie of Guthrie Bros., Superior, has asked that a receiver be appointed to close up the business of the

firm. This request is not prompted by any financial embarrassment, but rather by a long standing disagreement that has existed between members of the firm.

Geo. S. Gould of Bellwood was again arrested a few days ago by the Butler county authorities, they believing that they had conclusive proof of his complicity in the forgeries of his brother. Mr. Gould was dismissed at the preliminary hearing; information filed being insufficient.—E. C.

### NEW ENGLAND.

A membership in the Boston Chamber of Commerce was sold recently at \$275.

Bosworth & Wood, Leominster, Mass., write that they are about to erect a small elevator of about 20,000 bushels' capacity on the N. Y. H. H. & H. R. R. at Leominster.

Jacob H. Fairbanks, who at one time conducted an extensive grain business at Fitchburg, Mass., and owned storehouses with a capacity of 100 carloads, died May 13, after a short illness.

Fire started in the hoisting tower of Terry & Co.'s grain elevator at Bridgeport, Conn., May 8, and had it not been for the efficient firemen and others the whole elevator would have been destroyed. Damage to the building amounted to about \$500, and loss on machinery to \$1,000 or \$1,500, all of which is covered by insurance.

Boston's grain export trade has been decreasing while that of Portland has been increasing. Those interested in the Boston trade are puzzled to account for this condition, as ocean freights out of Portland are higher than those out of Boston. It is suspected that the Grand Trunk Railway is supplementing its advantage in the possession of elevators at Portland and the west, by cut in rates.

### NEW YORK.

The New York Produce Exchange will be closed May 30 and 31.

Another steel elevator is to be erected at Buffalo, N. Y., near the Michigan Central, Wabash and Grand Trunk Railways.

Buffalo grain men are pleased with the increasing trade in their option market. One day last week the sales reached 193,000 bushels.

Richard M. Jordan, stock and grain trader of New York City, has filed a petition of bankruptcy. Liabilities, \$10,226; no assets.

One of the two movable towers of the Dakota Elevator at Buffalo, N. Y., one night recently was blown over into the river. The wind pushed the 125-foot steel structure along its rails until the base collided with a bumping post, when the whole toppled over.

### BUFFALO LETTER.

Chief Grain Inspector Shanahan reports track business unusually dull, though there is enough elevator inspection, in and out, to keep the boys moving.

The Pennsylvania Railroad notes what appears to have grown into an abuse by giving notice that it will receive no more grain on through bills unless all charges for switching, doors and the like are paid on it.

Canada wheat still comes in well, nearly all of it from Fort William. Including a few jags on steamers from Duluth there have been 27 different boats in with bonded wheat, the amount being a little more than 3,000,000 bushels in all.

The spring wheat stocks have made an increase this week for the first time

this spring. From being a little more than 2,000,000 bushels at one time the amount ran down to about 500,000 bushels, which is remarkably low for this time of year.

If it were not for the wheat receipts the lake trade would make a very sorry showing this spring. Only a round 3,000,000 bushels came in last week, of which about two-thirds was wheat, not counting the flour, which was about as much more. Wheat, with flour as wheat, aggregated 3,725,000 bushels, which is all right so far as it goes.

Spite of the supposed failure of the western New York winter wheat crop last year there are still farmers coming to the city mills with a thousand or two bushels to their credit. They are advised that they will do well to move the stuff before the new crop is in, for white wheat sells here for 95 cents, but some of them will wait for \$1 and get left.

The suit of the Kellogg elevator owner against the harbor elevator pool, on a charge of conspiracy, came to a sudden end last week by a non-suit, Judge Lambert quietly telling the jury that he would not ask them to consider the complaint, as he did not think any case had been made out. The charge was that the east-bound roads, by charging the Kellogg, a non-pooling house, a higher rate of freight than they did the pool houses, were guilty of conspiracy.

The new plan of dealing in futures on "Change appears to have added to the interest in the Exchange from the outside, as there are several requests for membership from New York and elsewhere. There is a move to limit the membership, which is thought will increase the market price at once. With no limit and only actual-delivery business done on "Change, which could be done in the offices just as well, there was no great need of memberships for non-residents.

The Buffalo maltsters are feeling very pleasant just now, for they have secured the privilege of malting in transit, for which they have worked so long. They are to hold a meeting this week for congratulations and further plans. The privilege will not help them much now, as they have laid in their stores for the season, but hereafter they will buy only as they need and save storage, insurance and the like. This city claims a capacity of about 7,000,000 bushels of malt annually and also claims that Buffalo is the best place in the country to make malt, especially in warm weather.—J. C.

### NORTHWEST.

Perth, N. D., will have two new elevators this season.

The St. Anthony & Dakota Co. is erecting a large elevator at Willow City, N. D. Rumor says that E. N. Aldrich, a farmer, will build an elevator at Kempton, N. D.

F. E. VanZee has given the contract for the erection on an elevator at Platte, S. D.

Chas. Ives will erect a grain elevator of 20,000 bushels' capacity at Bowbells, N. D.

A. S. Anderson is arranging for the erection of a 100-barrel flour mill at Menan, Idaho.

The Atlas Elevator Co. will substitute gasoline for horse power in its elevator at Jolin, S. D.

The Powers Elevator Co. will build a grain elevator of 15,000 bushels' capacity at Melville, N. D.

W. C. Briggs of Larimore has been employed by the Northwestern Elevator

Co. as manager of its plant at Osnabrock, N. D.

The Osborne & McMillan Elevator Co. and Powers Elevator Co. will build new houses at Donneybrook, Ward county, N. D.

E. J. Oyan, manager, Farmers Co-operative Ass'n, Baltic, S. D., May 14: Crops look all right so far; have had plenty of rain but need warmer weather.

R. E. Knowlton, Bowbells, N. D., May 20: Have had a great deal of rain but crops are not affected; will be but very little wheat raised; flax is our principal crop.

The Parkston Grain Co. has purchased of the Canton Grain Co. the eight elevators owned by the latter company at Tripp, Ethan, Alexandria, Marion Junction, Worthing, Canton, Harrisburg, Baltic and Hull, S. D.

J. C. Gapp, Salem, S. D., May 21: Crops of all kinds never looked more promising at this time of the year; early corn up and looks fine; tardy farmers are just finishing this week; all farm land has advanced \$5 per acre since Jan. 1.

E. G. Burgess & Co., Northwood, N. D., May 16: North Dakota is very wet yet; in many places farmers are unable to get on to their fields; in consequence wheat acreage will be greatly decreased and acreage of flax and coarse grains will be increased.

The Lake Preston Flouring Mill Co. has purchased a large grain elevator at Garden City, S. D., of C. E. Hayward, making itself owner of six elevators on the Milwaukee Road between Lake Preston and Bristol. F. Rhodes will manage affairs at Garden City.

### DAKOTA LETTER.

The Heising Elevator Co. of Duluth, Minn., will shortly erect a house at York, N. D.

The Bathgate Roller Mill Co. of Bathgate, N. D., is preparing to erect several elevators this summer.

G. S. Barnes & Co. of Duluth are reported to be about to build two elevators in Minot, N. D., this summer.

It is rumored that O. D. Weston of Eldridge, N. D., will shortly erect a large grain warehouse at that point.

The Imperial Elevator Co. of Minneapolis has recently purchased the elevator formerly owned by J. H. Lockwood & Co. at Rugby, N. D.

The Winter-Ames Co. of Minneapolis has recently let the contract for two new 30,000-bushel elevators to be erected at Rugby and Hanna, N. D., to W. S. Cleveland.

A. K. Kruse, manager of the Hartford elevator at Sioux Falls, S. D., was recently brought before the court charged with embezzlement. He has been placed in jail to await trial under \$1,500 bonds.

The Woodworth Elevator Co. has recently let contracts for 20,000-bushel elevators at Balfour, Flaxton and Anamoose, N. D., to L. O. Hickok, who has commenced operations in remodeling the company's elevator at Hoffman, N. D.

The St. Anthony & Dakota Elevator Co. is contemplating the erection of a 35,000-bushel elevator at Edmore, N. D. The company is also making preparations to erect new annexes to several of the present houses in North Dakota.—B. A. P.

### OHIO.

H. C. Tinkham of Latty, O., has a new 40,000-bushel elevator at Townwood.

P. H. Daub of Helena, O., has bot the elevator at Millersville of W. H. Devore & Co.

Holtz Bros. are building an elevator at Watson, O., on the Big Four R. R.

J. W. Gaskill & Son, West Liberty, O., May 9: Wheat looking fine in this section.

Collins & Co. of Cincinnati, O., have removed to new offices in the Methodist Book building.

The date for the annual meeting of the Grain Dealers Association of Cleveland, O., is May 26.

Case Bros. of Greenfield, O. will make improvements this season and install the Constant Chain Feeder.

The Broughton Elevator Co. is moving its elevator at Hedges to four miles east to Goodwin, O.

The owners of the Elliott Elevator at Whiting, O., have replaced the steam power by a 22-h. p. gasoline engine.

The Warren Cereal Co. of Warren, O., has bought the old Griswold Oil Mill and will remodel it for a cereal plant.

Mr. Nunnemacher of Five Point has formed a partnership and bot the old grist mill at Hoagland, O., and will remodel it.

J. O. Cruikshank will make his residence at McCumb, O., and operate the elevator recently purchased at that place by Cruikshank Bros.

J. E. Mast has bought the grain business and elevator at West Liberty, O., which since 1886 has been conducted by J. W. Gaskill & Son.

Hugo Schumacher of Akron, O., a nephew of Ferdinand Schumacher, and a leading miller of oatmeal, died at Chicago, May 13, after two weeks' illness.

L. S. and H. M. Crites have purchased the two-thirds in the Ohio Cereal Co., formerly owned by Smith Bros., and will operate both of the large mills at Circleville, O.

Ohio has six associations with a total membership of about 335. If all were amalgamated with the state association the Buckeye dealers would have a strong association to start with.

J. M. McCullough Sons have just completed a large new seed warehouse at Cincinnati with first-class shipping facilities. The house is equipped with four No. 9 Special Clipper Seed Cleaners.

William Frisham has been appointed receiver to settle the affairs of the Canal Elevator & Warehouse Co. at Cincinnati, O. Judgments to the amount of \$1,850 have been given against the stockholders.

Albert Dill, Mason, O., May 10: Wheat looks fairly well; about 70 per cent of a crop; have been having very dry weather, too dry for oats and clover; corn coming up quite well; pastures and meadows very short; peaches entire failure; cherries and apples very light crop.

John F. Bales has purchased a half interest in the Ashbrook Elevator at Circleville, O., and will take charge of his new possession as soon as his lease of the Jackson Elevator expires. Henry D. Jackson, the son of Henry A. Jackson, former owner of the elevator, will succeed Mr. Bales at the Jackson Elevator.

If all of Ohio's grain dealers associations were consolidated with the state association they would have much greater influence in trade matters and their business interests would be more effectively advanced. With a strong state association, a man could be employed to give all his time to the work, and naturally much would be accomplished.

Strauss & Joseph, Cleveland, O., May 14: Local grain trade has been very dull and unsatisfactory in this city for

the past few weeks; is difficult to purchase grain at northern Ohio points at prices that will permit using same in local markets; believe deliveries of both corn and oats will be larger after June 1, and anticipate lower prices at that time.

#### OHIO LETTER.

H. O. Toms of the Union Mills of Prospect has been very sick and confined to the house.

Barnhouse Bros. will build a 15,000-bushel elevator for this harvest at Raymonds.

Piqua, May 14: Wheat very nice; corn coming up; rains are badly needed in Dark, Miami and Shelby counties.

W. H. Ethell is preparing to build an annex to his flour mills at Tippecanoe City, where he has a fast growing business.

A. J. Klingler has sold his flour mills at Greenville to Frank E. Otherwait of Bellevue, who will take possession May 15.

At Harpster, H. H. Sears has formed a partnership with Mr. Lewis, his brother-in-law. The firm name will be Sears & Lewis.

Van Wert grain dealers have all gone into the oil business as a side line. The investment has netted one of the dealers about \$4,000 in four weeks.—C. A. B.

#### PACIFIC COAST.

The Sheldon Milling Co. is building a 100,000-bushel grain elevator in connection with its mill at Rockford, Wash.

Walter E. Markham of Walla Walla has succeeded E. M. Denton as manager for the Puget Sound Warehouse Co. at Waitsburg, Wash. Mr. Denton will be again employed by Kerr, Gifford & Co.

The new grain elevator which the Benepe-Owenhouse Co. is erecting at Belgrade, Mont., is expected to be ready for the fall wheat crop. The plant, which will cost \$15,000, will have a capacity of 125,000 bushels and be thoroughly equipped with modern machinery, which will include a gasoline engine. Owing to the large demand on the manufacturers the large steel tanks for grain can not be installed before next year.

Nelson Story, whose mill at Bozeman, Mont., was destroyed some time ago by fire, will build a mill and elevator on his old site. Both buildings will be of fire-proof material, and, together with machinery, their cost will be about \$150,000. The elevator will be six stories high and have a capacity of about 500,000 bushels, while the mill will be five stories high with a capacity of 500 barrels per day. The latter will be equipped with machinery for the manufacture of oatmeal and cereal breakfast foods.

#### PENNSYLVANIA.

R. S. McCague, wholesale dealer in grain, hay and mill feed at Pittsburg, Pa., is visiting western markets.

T. Frank McCall, C. F. Finegan & Co., and William M. Powell, the principal grain and feed dealers of Chester, Pa., are interested in the formation of a co-operative company with 100,000 capital stock. The corporation will erect a feed mill.

#### SOUTHEAST.

Walter Kirwin of the grain firm of Kirwin Bros., at Baltimore, Md., has succeeded the late J. E. W. Hargett at Frederick, Md.

The Lexington Roller Mills Co. of Lexington, Ky., is having its mill remodeled and increasing the capacity. The

Nordyke & Marmon Co. is doing the work.

John E. W. Hargett, one of the best known grain dealers at Frederick, Md., died May 9, aged 52 years, after a short illness from heart trouble.

A feed elevator at Louisville, Ky., owned by George Becker & Co., was burned on the morning of May 10. Loss, between \$10,000 and \$15,000.

Greenhow & Thorpe, operators of a bucket-shop at Owensboro, Ky., on May 8, closed their doors in the manner customary with brokers of that ilk.

J. T. Freeman, who will erect an elevator at Burgin, Ky., has purchased a half interest in the Burgin Elevator Co. and the firm of Williams & Tulley.

Leishear, Boyd & Co., grain exporters of Baltimore, Md., last week received a car of wheat from Erie, Pa., containing 1,829 bushels, equal to 109,740 pounds.

A. Weisenberger & Son of Payne's Depot, Ky., have begun the erection of a 75,000-bushel steel elevator at Midway, Ky., and are in the market for machinery, including a gasoline engine.

President Allison of the Memphis Merchants Exchange has been very busy arranging details for the meeting of the Grain Dealers National Association. Mr. Allison will appoint committees to assist in the preparations and entertainments.

Memphis is assuming more importance daily as a grain-distributing point for the cotton states. It is the point of least resistance for the railroads to ship their grain from Kansas and the adjacent grain states, and within the next few years the business in this direction ought to be very largely increased.

A. T. Marable, Concord, N. C.: Crops in this section and all through which I have traveled, are the poorest I have ever known; not more than one-third of a wheat crop will be made in this section; cotton and corn late, but what is up, looks well; out 40 miles yesterday; prospects dreadful; according to my judgment flour will be \$7.50 soon; season backward here.

A delegation of grain men conferred with officials of the Baltimore & Ohio and Pennsylvania Railroads, May 8, to argue for the restoration of the 3-cent differential in favor of Baltimore, which 2 years ago was reduced to 1½ cents. The grain reporters demonstrated that Baltimore was entitled to the 3-cent differential by reason of the geographical location. Without the differential they cannot compete fairly with the exporters of New York and Philadelphia. After a thoro discussion the railroad officials promised to take the question under advisement.

I. B. Nall, commissioner of agriculture for Kentucky, in his report of May 5, says: Wheat, after lying nearly dormant, sprang into life as it were, and fields almost bare during April show thrifty green in the first days of May. Still the April conditions prevail and, to be added, is a positive injury sustained by the unfavorable weather, bringing the condition down from 71 to 69. Acreage, too, suffers a loss of 4 points from worthless fields being plowed for oats or corn. The prospective acreage of corn is 99. Oats improved 2 points during April and there was some improvement in conditions of rye. The correspondents indicate increase of 2 points in the proposed acreage of tobacco, but condition of plant beds falls off from 89 to 84.

The grain committee of the Memphis Freight Bureau, at a recent meeting, adopted a resolution that: Owing to the shrinkage allowed at Louisville and Cincinnati of published rates, and consequent

manipulations, this market is and has been unable to do business profitably at tariff rates in the southeast; that this disability dates back and is chargeable to the shrinkage referred to; that experience demonstrates the necessity for a differential of 4 cents, Memphis under Ohio river points, and that the holding of flat rates from Ohio river points is necessary to maintenance of parity of rates from all points; that these facts be wired the traffic manager of the Frisco, with hope of the establishment of his contention in behalf of this market.

#### SOUTHWEST.

A. D. White has bought an elevator at Tonkawa, Okla., where he will reside after May 25.

The Oswego Seed & Grain Co. of Oswego, Kan., is putting up a 7,000-bushel elevator at Afton, I. T.

Jamison & McBride, Trinidad, Colo., May 13: Alfalfa crop looking very bad; need rain; first crop will be a failure unless we get rain in the next ten days.

The Numa Grain, Fuel & Livestock Co. has been incorporated at Numa, Okla., with \$2,000 capital stock. Incorporators: J. F. Stout, Charles Allison and others of Numa and Medford, Okla.

W. J. Stevens has sold part of his interest in the Medford Mill & Elevator Co. at Medford, Okla., to H. M. Brewer of Deer Creek. He retains control of his elevators and will make his office at Wichita, Kan.

The La Jara Milling & Elevator Co. has been incorporated with a capital stock of \$50,000 to do business in Arapahoe and Conchos counties, Colorado. Incorporators: John K. Mullen, Herbert E. Johnson and Roy S. Shahan.

B. F. Glover, who for many years has been connected with the grain trade of the south and southwest, died Sunday afternoon May 18. He was a member of the firm of B. F. Glover & Son of New Orleans, La., one of the oldest and strongest firms in the south.

Rice millers and distributors of Texas and Louisiana have organized at Crowley, La., with a view to provide means for the marketing of the crop without the interference of the rice millers of New Orleans, who are said to have been taking advantage of the interior millers.

Jamison & McBride, wholesale grain dealers at Trinidad, Colo., are building a large warehouse 32x250 feet on the Colorado & Southern tracks. This firm is engaged to a great extent in the shipping of alfalfa to Texas. Last season they shipped nearly 500 carloads, which amount will no doubt be exceeded this year.

Oklahoma Mill & Elevator Co., Oklahoma City, Okla., writes: The Southern Elevator Co., whose head office will be at this place, has purchased the line of elevators formerly owned by Krontie Bros. & Tyola on the C. O. & G. R. R. and C. & N. R. R., which consists of eight elevators with storage and transfer at Geary. This company expect in time to own elevators the whole length of the C. & N. road.

The Oklahoma Export Co., Oklahoma City, O. T., has been granted a charter for twenty years with a capital of \$50,000, to buy and sell flour and grain products, to own, lease and operate mills and elevators. The incorporators are: F. D. Stevens of Purcell, I. T.; Geo. H. Sohlberg of Oklahoma City; Lassen and E. D. Humphrey of El Reno; D. M. McKinstry of Kingfisher, and D. L. Larsh of Norman.

## TEXAS.

MacSmith will buy and ship from Prosper, Tex.

Shirley & Whaley are erecting an elevator at Krum, Tex.

Better join the state association and reap some of the benefits of organization.

J. G. Hargrave & Son of Brownwood, Tex., have retired from the grain business.

A severe wind storm at Goldthwaite, Tex., completely wrecked the grain warehouse.

"The Sanger Grain Elevator" has succeeded the firm of Shirley & Henderson at Sanger, Tex.

W. T. Wilson of Nacogdoches, Tex., has become a member of the Texas Grain Dealers Association.

E. M. Phelps, grain dealer at Prosper, Tex., will put in a new No. 6 Fairbanks Wagon Scale and perhaps build a granary.

The Greenville Mill & Elevator Co. is adding a 30,000-bushel steel storage tank to its 100,000-bushel plant at Greenville, Tex.

E. M. Phelps, Prosper, Tex., May 17: Good rains; wheat and oats looking fine; wheat will do to harvest in from ten to fifteen days.

Barrett & Crouch have succeeded C. W. Barrett & Co. in the grain business at Heidenheimer, Tex. The firm now is located at Temple.

The Whaley Mill & Elevator Co. of Gainesville, Tex., has filed an amendment to its charter, increasing its capital stock from \$100,000 to \$200,000.

The Trust Co. of the Republic, which purposes to build 150 warehouses throughout the south and west, will erect a large warehouse at Galveston, Tex.

The Texas Millers Association held a meeting at New Braunfels, Tex., May 13. It was voted to affiliate with the Millers Federation of the United States.

Krum Mill & Elevator Co. Krum, Tex., May 8: Growing wheat, corn and cotton doing fine; will be some wheat harvested in Denton county next week.

New members of the Texas Grain Dealers Association are the Live Oak Commission Co. of San Antonio and the Llano Mercantile Co. of Llano, Tex.

The C. Ballinger Grain Co. has been incorporated at Beaumont, Tex., with \$20,000 capital stock. Incorporators: C. Ballinger, R. R. B. Henry and Robert E. Mackam.

The arbitration committee of the Texas Grain Dealers Association has decided that if loss occurs in a car of grain by transfer in transit the shipper is liable for the loss, the grain having been sold delivered.

The Quanah Mill and Elevator at Quanah, Tex., containing 16,000 bushels of wheat, was destroyed by fire May 6. The plant was owned by Major M. W. Deavenport and managed by J. H. Deavenport. Loss on grain fully covered by insurance; total loss, \$31,000; insurance, \$12,000.

A company with \$75,000 capital stock consisting of John Sealy, I. H. Kempner and Walter S. Davis, Jr., will remodel the old cotton mill at Galveston, Tex., for a rice mill. When the building is equipped with machinery and ready for operation, it will be one of the largest mills in the rice belt. Mr. Kempner owns 1,000 acres of rice in Fort Bend county and Mr. Davis is general manager of a company which are seeding 3,000 acres to that cereal in Brazoria county.

## WISCONSIN.

All bucket-shops but one have been driven out of Milwaukee.

Gus Gilbertson has succeeded the firm of Gilbertson & Co. at Spring Grove, Wis.

W. H. Ramsey will erect a 500,000-bushel malt house at a cost of \$200,000 at Port Washington, Wis.

Edwards, Wood & Co., of Minneapolis, Minn., will establish a branch grain commission office at Milwaukee, Wis.

The Van Dusen-Harrington Co. of Minneapolis, Minn., will establish a branch office at Milwaukee, Wis.

The Milwaukee Chamber of Commerce will defer action on its membership in the National Board of Trade until September.

G. St. John Kneller, of the Calumet Grain & Elevator Co., of Chicago, has been elected a member of the Milwaukee Chamber of Commerce.

Chas. E. Gifford and Leander L. Winters of Chicago will engage in the grain commission business on the Milwaukee Chamber of Commerce.

The formation of a stock company to build a 600,000-bushel cleaning house and 2,000,000 steel storage tanks is contemplated at Milwaukee, Wis.

The directors of the Milwaukee Chamber of Commerce have voted to aid in the passage of the bill now before congress for the suppression of the bucket-shops.

The Schmitt-Howe Grain Co. has been incorporated at Superior, Wis., with \$50,000 capital stock. Incorporators: M. P. Schmitt, John Howe and Michael Schmitt.

Chas. Kuehn's elevator and feed store and their contents at Horicon, Wis., were completely destroyed by fire on the night of May 8, causing a loss of \$8,000. Insurance, \$5,000.

The Farmers Elevator Co. of Bloomer, Wis., has recently organized with \$10,000 capital stock. President, Win. Newton; vice president, George Z. Bauer; secretary, F. E. Andrews.

Large terminal grain elevators are to be built at Washburn, Wis., it is expected, if the pending sale of the Washburn, Bayfield & Iron River Railroad to the Northern Pacific is consummated.

A 45,000-bushel wheat storage tank of brick construction under the S. H. Trommanhauser patents will be erected at West Superior, Wis., by Gregory, Cook & Co., in connection with their mill, to which grain will be conveyed by gallery.

Thomas Grimm has purchased the grain elevator and feed mill at Jefferson, Wis., heretofore owned by James Lytle, a member of the Milwaukee Chamber of Commerce and owner of numerous malting plants and elevators throughout the state. On account of increasing business, Mr. Lytle decided to dispose of the plant at Jefferson and the former manager, Mr. Poehlman, will be transferred to Chilton. Mr. Lytle will make his home in Milwaukee.

Chew hard wheat vigorously at frequent intervals, if you would make glad the heart and fat the purse of your dentist.

Exports of malt for the eight months ending Mar. 1, 1902, amounted to 235,179 bushels, compared with 213,148 for the corresponding period of 1900.

Our exports of buckwheat during the eight months ending Mar. 1, 1902, were 694,032 bushels, valued at \$433,208; compared with 68,019 bushels, valued at \$42,385, exported the corresponding period of 1900-1.

## Rice Elevators Needed South.

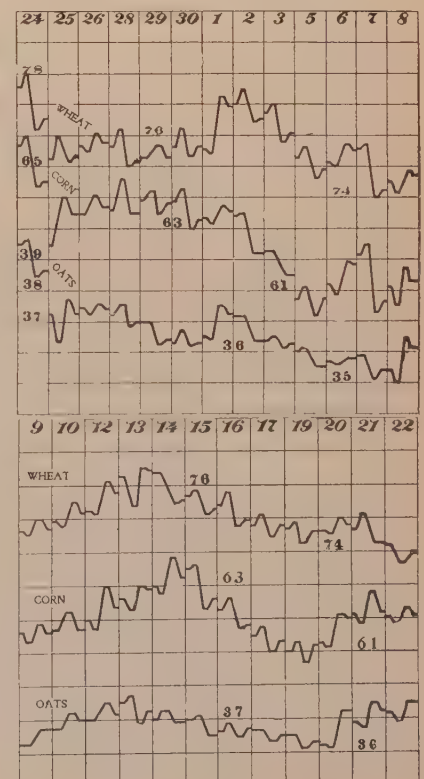
The storage of rice in the harvesting season is getting to be a serious consideration. The recent controversy between the Southern Pacific at New Orleans and the rice warehouse men in that city emphasizes this fact. The Southern Pacific was forced to increase the capacity and extent of its warehouses in New Orleans because of the enormous demand on the part of the rice shippers who were forced into the market by the ordinary exigencies of agricultural life. Rice on consignment went to the railroad company because it was unable to be accommodated elsewhere.

Local capital is fully able to erect warehouses near the sources of supply, and the wisdom of this course is apparent even to the most cursory observer. With a system of warehouses at the shipping points there would be less danger of congestion during the harvesting season. The farmer would not be compelled to forward his product to the commission merchant, and thus, at times, gorge the market and seriously menace prices. Rice would be handled by a system of warehouse receipts, and thus a new condition be injected into the growing industry.

Rice can be stored with little danger of deterioration, and by the elaboration of the warehouse idea the rush and push incident to harvesting periods would be minimized, and both farmer and mill men be enabled to conduct their occupation with more comfort and judgment, and with less prospect of loss from diverse causes.—Rice Industry.

## Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for four weeks prior to May 23 are given on the chart herewith. The quotations of oats after April 12 are the new standard.



## PATENTS GRANTED

Jas. T. Scott, Buffalo, Ala., has been granted letters patent, No. 698,229, on a baling press.

Emil R. Draver, Winchester, Ind., has been granted letters patent, No. 699,460, on a dust collector.

Jos. J. Atkinson, Houston, Texas., has been granted letters patent, No. 698,352 and 698,353, on a baling press.

Jas F. Duryea, Springfield, Mass., has been granted letters patent, No. 699,504, on a carbureter for explosive engines.

Richard L. Young, Milwaukee, Wis., has been granted letters patent, No. 699,433, on a sparking igniter for explosive engines.

Chas. A. Hamilton, Coventry, Eng., has been granted letters patent, No. 699,309, on a carbureting device for internal combustion engines.

Silas H. Dyer, Pawtucket, R. I., assignor of one-half to Edmund W. Orswell, has been granted letters patent, No. 699,372, on a balanced valve for gas engines.

John W. Lambert, Anderson, Ind., assignor to the Buckeye Mfg. Co., Anderson, Ind., has been granted letters patent, No. 698,405, on a speed regulator for explosive engines.

Courtney B. Comegys, Ashgrove, Mo., has been granted letters patent, No. 699,453 (see cut) on a weighing machine, having its scale beam in two parts, graduated for price and value.

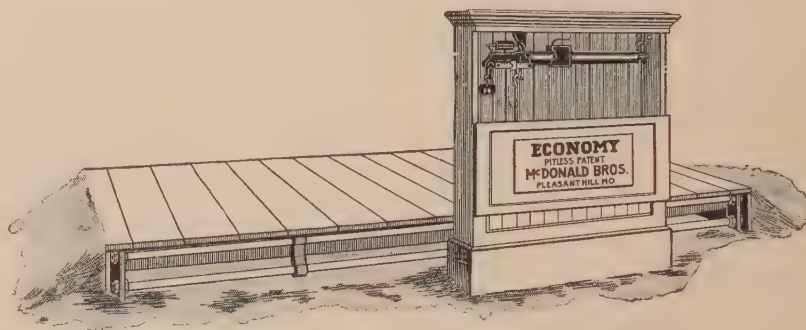
Jas. N. Ballou and Jos. J. Shirley, Buffalo, N. Y., have been granted letters patent, No. 699,439 (see cut), on a steel

John Mabus and Frank L. Hay, Lilly, Ill., have been granted letters patent, No. 698,528 (see cut), on a corn or grain dump and elevator. The stationary platform contains a hinged platform, a dumping support, a conveyor below the hinged platform, and an elevator supported by a derrick.

Rolland A. Zwoyer, Portsmouth, R. I., has been granted letters patent, No. 699,278 (see cut), on a conveyor. Each buck-

## Economy Pitless Scale.

In the accompanying engraving is shown the Economy Pitless Scale, so-called because no pit digging and heavy lumber framing are necessary in its erection. This scale is shipped complete for erection with the exception of the plank flooring. It is made in sections and easily put together, or taken apart for removal, when necessary.



Economy Pitless Scale.

et is provided with a central platform and sides extending above and below the platform. The buckets travel on journaled rollers and are driven by linked chain pinned to the buckets.

Wm. H. Mann and Ulysses G. Muck, Dorrance, Kan., have been granted letters patent, No. 699,336 (see cut), on a grain door for cars. The door opening has at one side a retaining strip and at the opposite side an inclined track, in which engages a roller mounted on the door. A vertical rod at one side is pro-

The end frame is securely protected by two pieces of timber, a two by six inch on top and a two by eight inch on the side, the same being a protection to the casting, also preventing miscellaneous dirt from collecting or adhering to the bearings and other parts of the scale beneath the platform.

To this end frame are connected the pipes which constitute the side of the platform frame, and are secured to the end frame by jam nuts. The pipe sides are held perfectly rigid by small iron brackets insuring perfect rigidity. The platform of the scale is only nine inches from the level ground. The approach is made of dirt, rock or cinders, by extending same five or six feet from the scale platform.

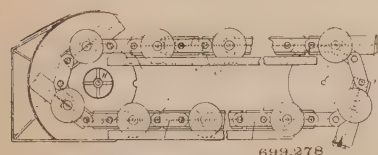
The weighing parts have Black Diamond tool steel bearing edges throughout and are carefully ground, adjusted and sealed to a series of sealed U. S. Standard weights, thus insuring accurate and reliable weighing qualities.

Cast iron stirrups with chilled bearings are hung in the chilled bearing cups in the end frame, giving a free and independent vibration.

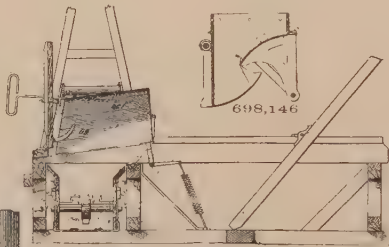
The knife edge bearings on the large pipe lever are hung in the stirrups. The chilled bearing plates of the steel joists are placed on the opposite side of the cast iron pipe on the bearing. This allows each bearing freedom and the levers a vibrating motion independent of each other, and free to vibrate independently of both outside frame flooring, hence freedom from dirt.

A foundation is needed only under each end of the scale. The scale is equipped with an improved notched compound scale beam. McDonald Bros., Pleasant Hill, Mo., are the manufacturers.

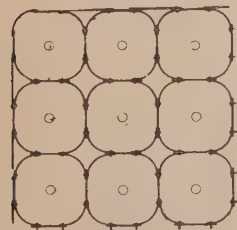
B. A. Lockwood, President of the Grain Dealers National Association, has just returned to Des Moines after a month's vacation spent in Memphis and Arkansas. Mr. Lockwood was in Memphis during the races and the Schley celebration and was royally entertained. He declares that the National Association has made no mistake in electing Memphis for the next annual meeting place and is certain the grain dealers will be well cared for.



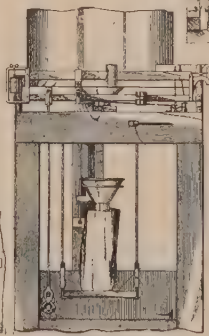
699,278



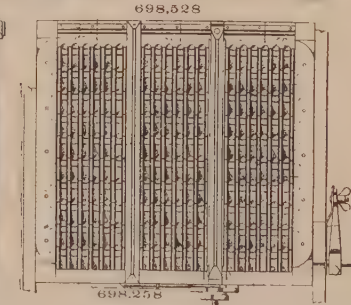
698,146



699,439



699,458



698,258

grain bin. The circumference of the bin is composed of four flat side and four bent corner pieces.

Augustus Smith, New York, N. Y., has been granted letters patent, No. 698,146 (see cut), on a gate for hoppers or chutes. The two pivoted gate valves have their adjacent edges spread apart but overlapping when the valves are closed.

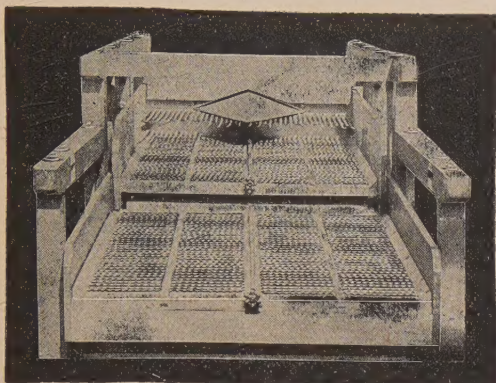
John V. Rice, Jr., Edgewater Park, N. J., assignor to Wm. O. Worth, Chicago, Ill., William R. Donaldson, Louisville, Ky., and Henry W. Kellogg, Battle Creek, Mich., has been granted letters patent, No. 699,014, on an igniter for explosive engines.

vided with cams to bear against the door.

Chas. Closs, Webster City, Ia., has been granted letters patent, No. 698,258 (see cut), on a grain cleaning screen. The screening surface is composed of slate pivotally mounted, each slat having transverse ridges and channels and terminating in a scalloped overhanging edge, each channel having a depression in the under hanging part of the slat, and a flat transverse surface interrupting the channel and joining the upper edge of the depression.

On futures, the men who never own any wheat, continue to fix all values.—Pope & Eckhardt Co.

# "Western" Shaker Cleaner



END VIEW OF WESTERN CLEANER

Has adjustable screens. It separates corn from cob, and cleans wheat or oats thoroughly without changing screens :: :: ::

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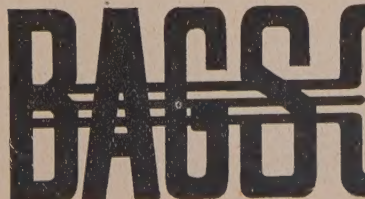
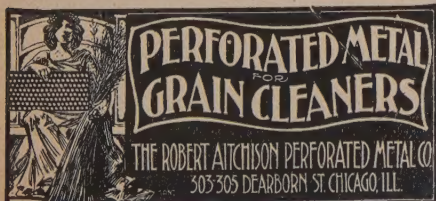
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Association

INDIANAPOLIS, IND.

JUNE 25, 1902

FOUR COMFORTABLE TRAINS VIA THE



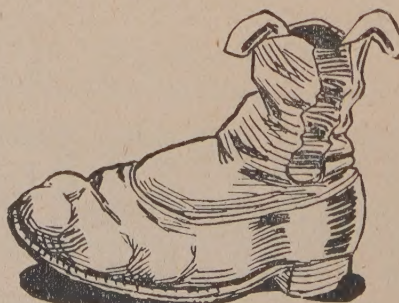
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8:30 a. m., 11:45 a. m., 9:00 p. m.,  
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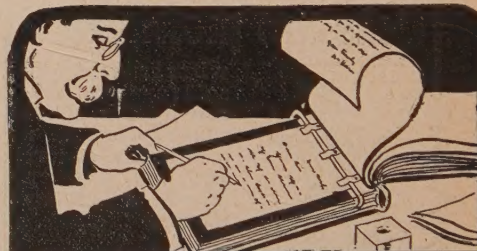
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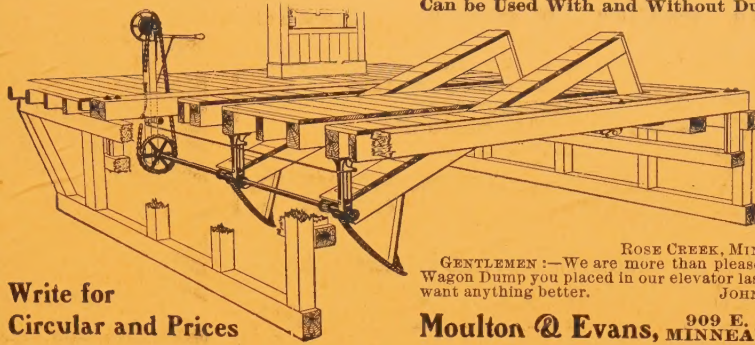
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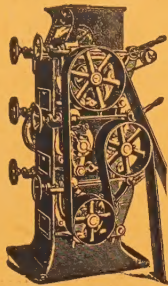
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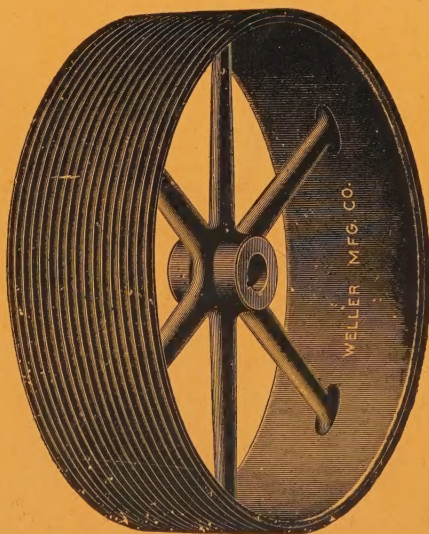
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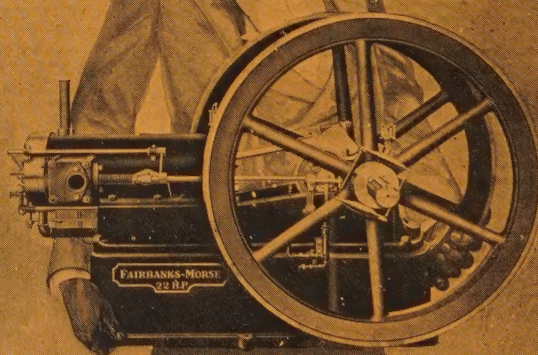
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